



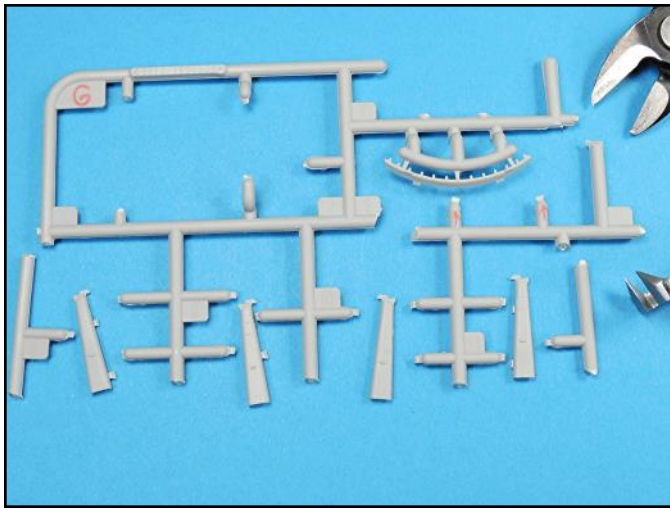
MIKE ASHEY PUBLISHING
COMPREHENSIVE SERIES SCALE MODEL SHIP MANUAL
NUMBER - 3

BUILDING AND DETAILING THE HOBBY BOSS 1/350 SCALE
USS ALASKA, CB-1

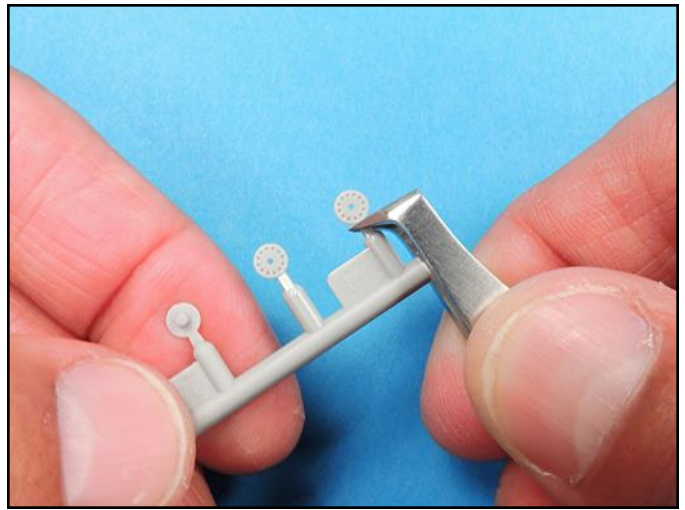
The Hobby Boss 1/350 scale USS Alaska is an impressive model, which has excellent fit and exceptional surface detail. The parts count on this kit is over 1,300, so parts management is very important. I used 8 plastic bins for storing the parts as I worked on building and painting this model. The kit comes with 4 sheets of photoetch, however some of the radars supplied are not useable due to their design, so I replaced them with Gold Medal Models radars. I also replaced some of the kit parts such as the aircraft and 20mm guns with ones from a Tamiya Missouri.

Testors enamels were used including their dullcoat. For the display base I used a hard rock maple plank, which measured 30 x 7 inches and stained it with Minwax red mahogany. The Plexiglas display case was ordered from Specialty Plastic Fabrication located in Hamilton, Ohio.

The ship was painted in a Measure 32 dazzle pattern of light gray, ocean gray and dull black. Painting this pattern on a multilayer surface requires a lot of careful masking, but if you take your time the results will be well worth the effort.



To prevent damage to a parts surface, cut them from their trees with some of the stubs attached to the part.



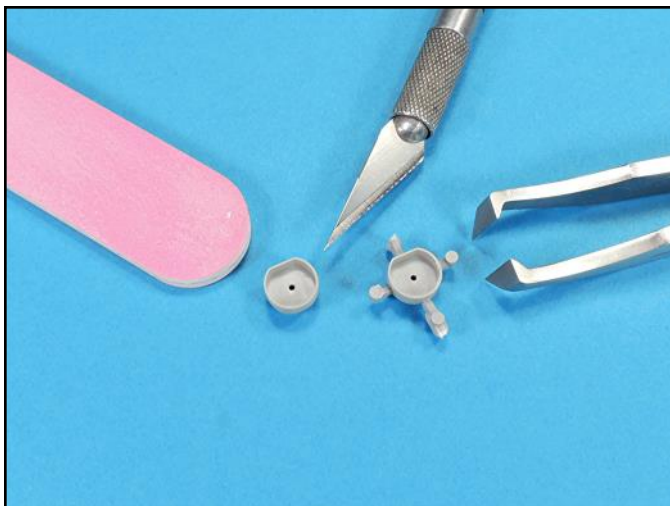
Sometimes it is best to cut out sections of parts trees and then surgically remove the parts with a snipper. The cut side of the reels were marked in red so that they would be positioned at the bottom of the rope reel assemblies.



Small circular parts have to be carefully removed so as not to damage the shape of the parts. Trimming with the tip of a number 11 X-Acto blade and then light wet sanding of the surface is sometimes needed to restore the part's shape.



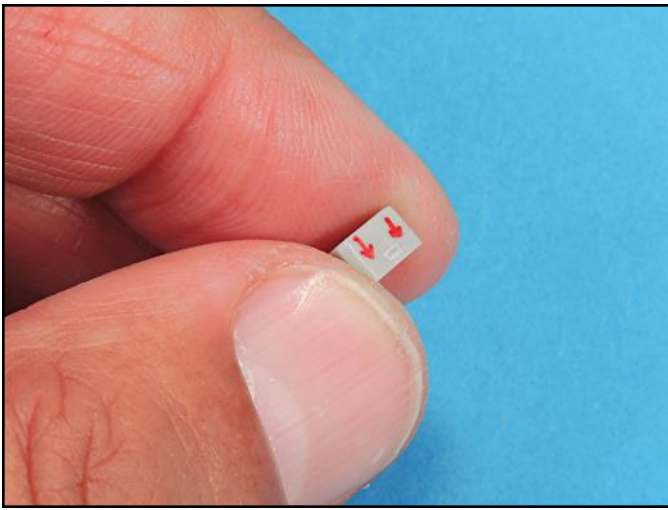
Slide molding can sometimes have a lot of plastic injection points on parts that are not attached to trees. Snippers are the best way to remove these free floating excess plastic points.



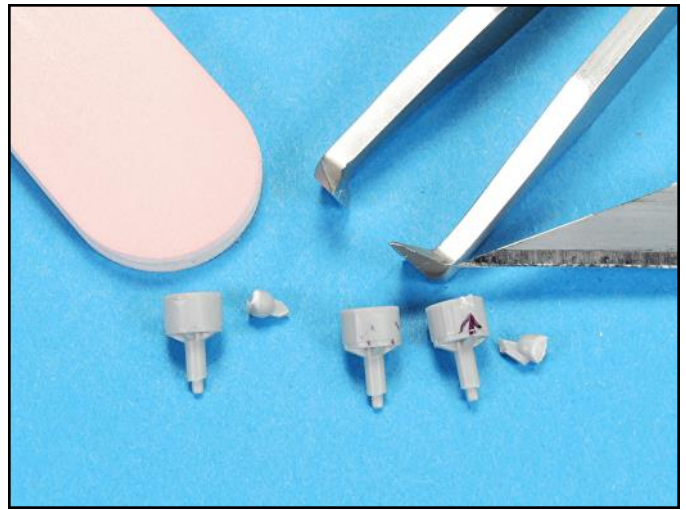
Some parts have combinations of tree attachment points and free floating injection points. Position the snippers against the sides of the part and snip these off. Then gently wet sand the surface.



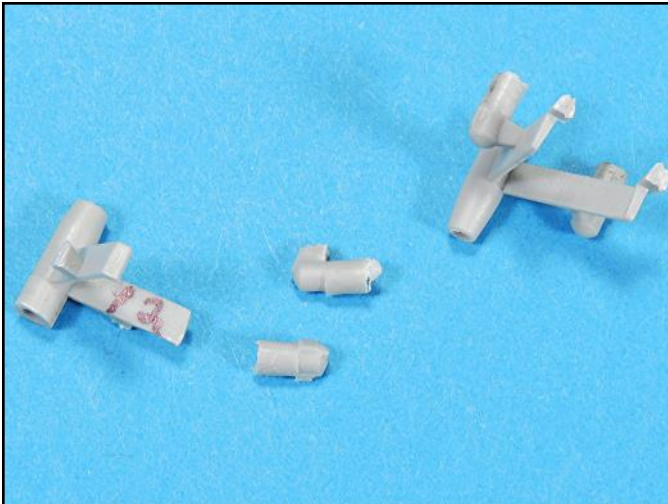
Here is an example of large tree attachment points on a small part. Here again the snippers work best for removing the plastic without damaging the part's surface.



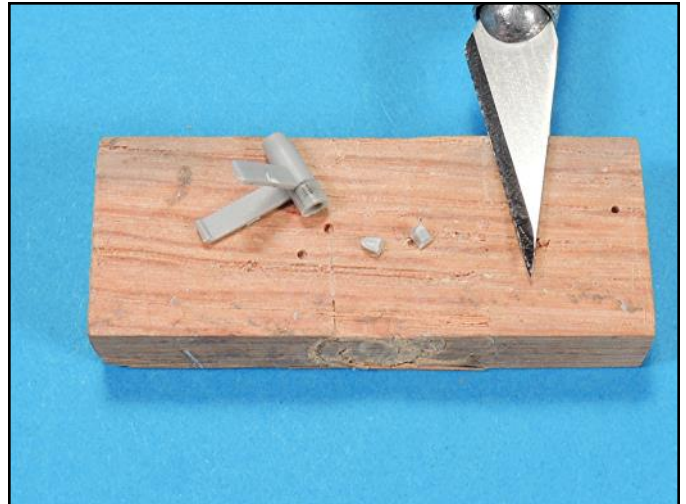
There is a residual tree stub that is very subtle on this part and there is also a seam line. Carefully scrape off the seam line and then sand the excess stub smooth.



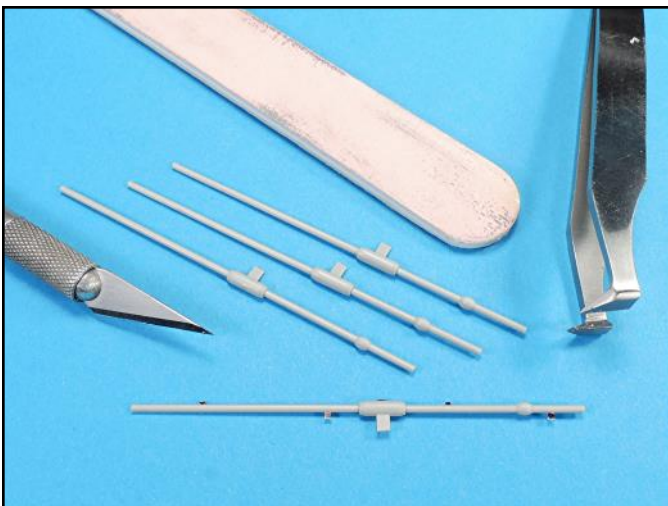
The surfaces of these parts would be hard to repair so carefully snip, then peel away any remaining plastic and then wet sand the surface smooth with a Flex-I-File to restore their shape.



The tree attachment points on the propeller shaft "V" struts have to be trimmed first. Otherwise you will damage the strut.



Carefully cut away the remaining excess stubs with a sharp number 11 X-Acto blade, then wet sand the surfaces smooth with a sanding stick.



The stubs of the propeller shafts are small and have a flat side. If you use a number 11 X-Acto blade to remove the stubs, be sure to cut through the plastic on the flat side.



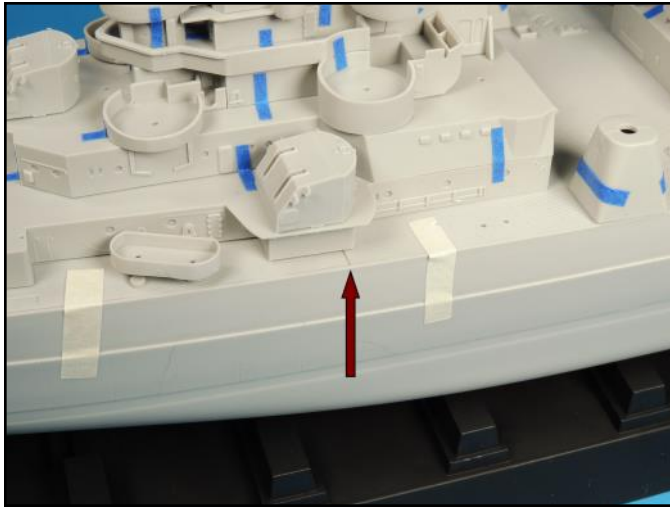
After all the main superstructure parts were removed and cleaned, they were taped together to check their fit. Notes were made on the instruction sheet concerning any fit issues and sub-assemblies.



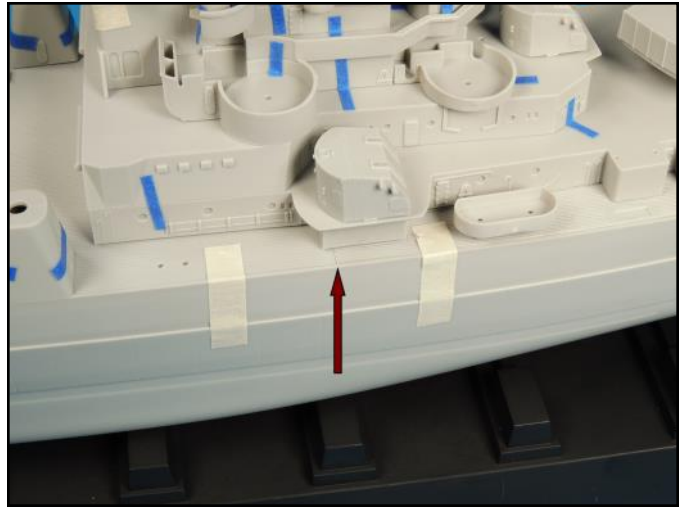
The forward superstructure fit together very well, with only tiny voids between some of the parts.



The aft superstructure fit together well too. However, the 40mm quad platforms will need some minor tweaking to get them to fit correctly against the larger aft superstructure assembly.



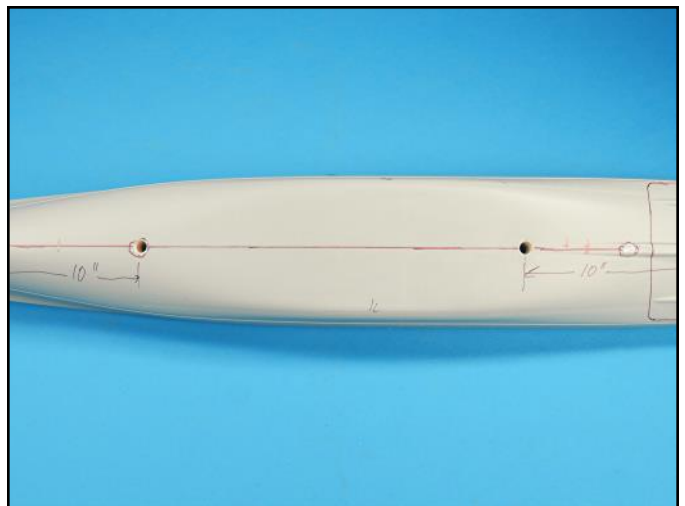
The deck seam on the port side had a slight void, but it is small enough so that super glue will fill it after several applications.



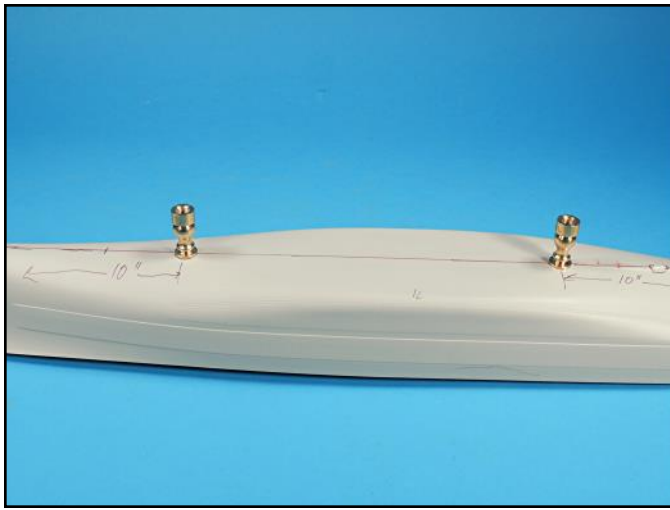
The starboard deck seam was a much tighter fit, but still had a slight void. The edges of the deck seam were slightly angled and lightly sanding them with a sanding stick helped tighten the seams.



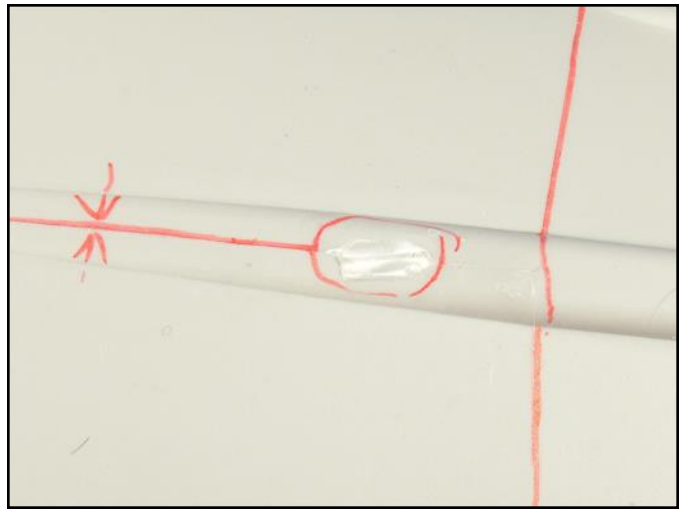
The brass display pedestals locations were marked and small holes were drilled through the hull. Blocks of resin were glued inside the hull at the hole locations so the pedestals would have a solid foundation for attachment and gluing.



The pedestal locations were 10 inches from the bow and stern. 1/4 inch diameter holes were drilled through the hull and the resin blocks for the pedestals.



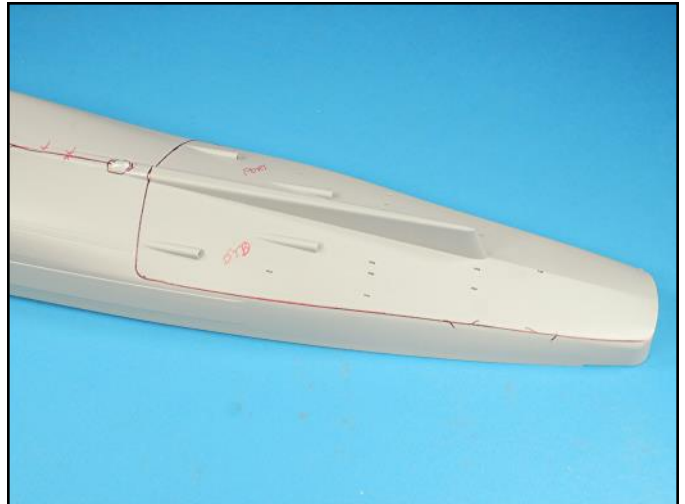
The brass pedestals were polished with 0000 steel wool pads and then sealed with a clear gloss lacquer so they would not tarnish. Once the hull is cleaned up and the deck glued into place, the pedestals will be glued to the hull.



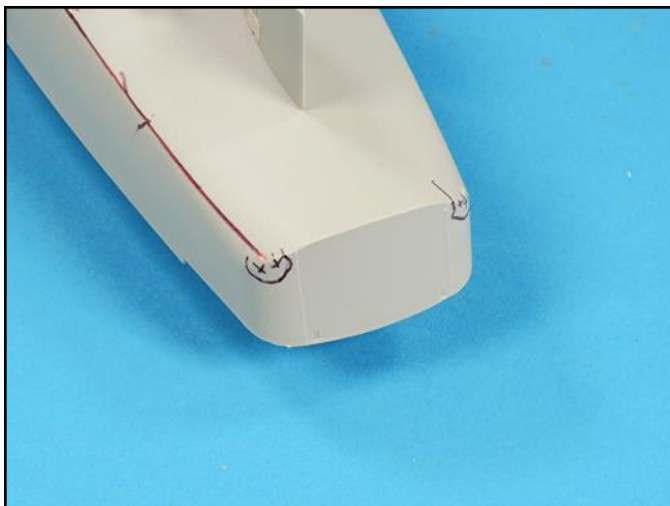
There are two large injection points on the hull that will need to be filed with several applications of super glue and then sanded smooth. This one is on the keel.



The other injection point is on the bow. Be careful not to distort the shape of the bow when you sand this one smooth. There is also a seam line that runs along the bottom of the hull. Carefully scrape this off and then wet sand the surface.



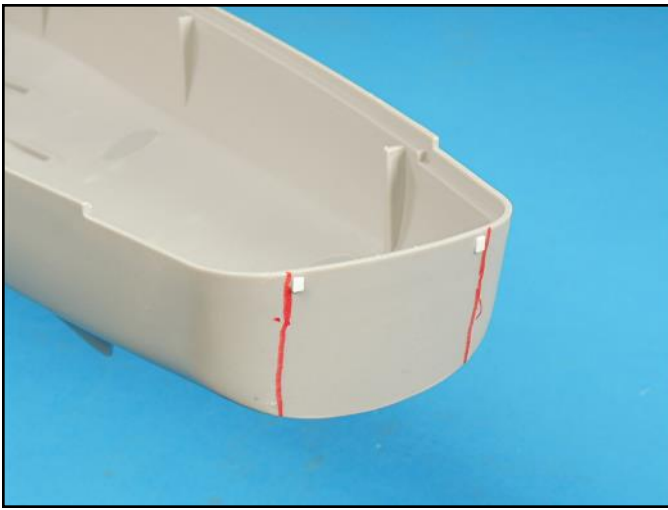
On the stern area, the seam line runs along where the slide molding met the forward half of the hull. This seam line is best wet sanded smooth.



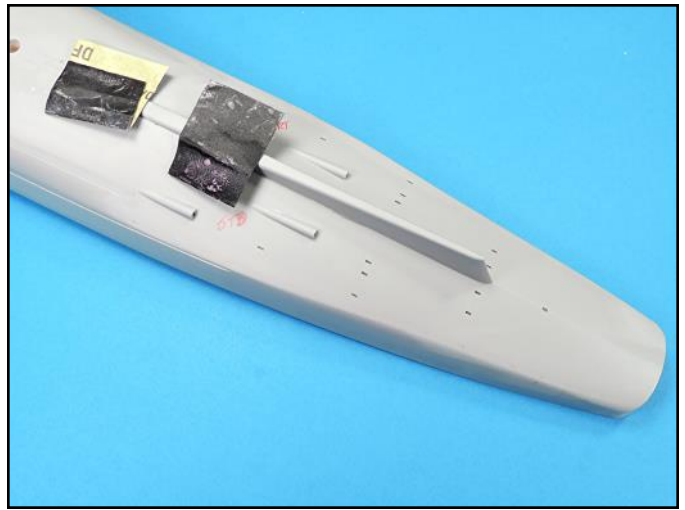
The stern area also has seam lines, some slight indentations and two rectangular depressions. The depressions will need to be filled with small pieces of plastic and then sanded smooth.



On this kit, the anchor and mine sweep chain locations are already open. They just need to be cleaned up with a set of micro files.



The rectangular depressions in the stern have been filled with bits of plastic and attached with super glue. The red lines will also need to be sanded smooth.



The multiple seam lines around the stern area have been removed by wet sanding with 400 grit sandpaper. The plastic was then smoothed out with 600 grit sandpaper and then polished with 0000 steel wool pads.



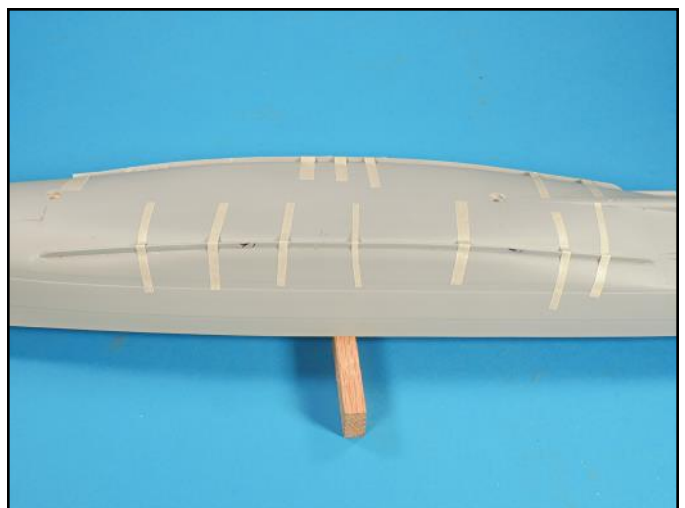
I always use Testors enamel silver paint as a flaw detector. Additional applications of super glue can be applied onto the paint and when wet sanded, the silver paint will act as an indicator when the excess super glue is sanded away.



The stern area has been sanded smooth and polished with 0000 steel wool pad.



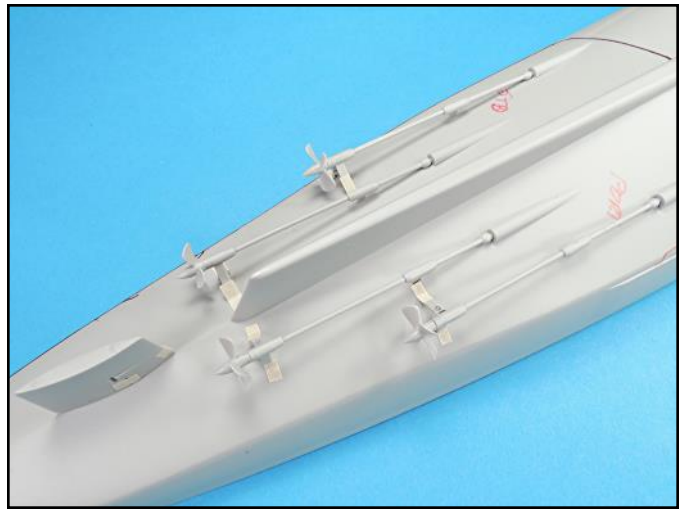
The side keels are separate parts and one was warped. To help set the keels into place I tried pinning them into place with .020 inch plastic rod. This did not work very well.



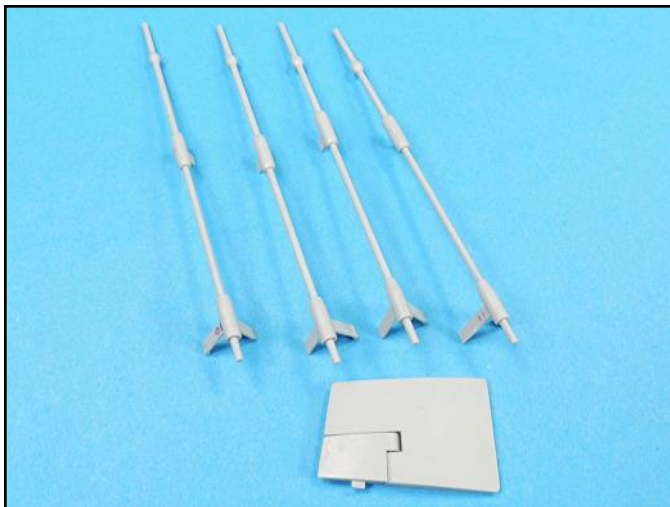
For my second attempt I positioned one end in place and added tiny drops of super glue on the backside of the keel. Then I used masking tape to position the keel and then ran beads of super glue on the backside of it.



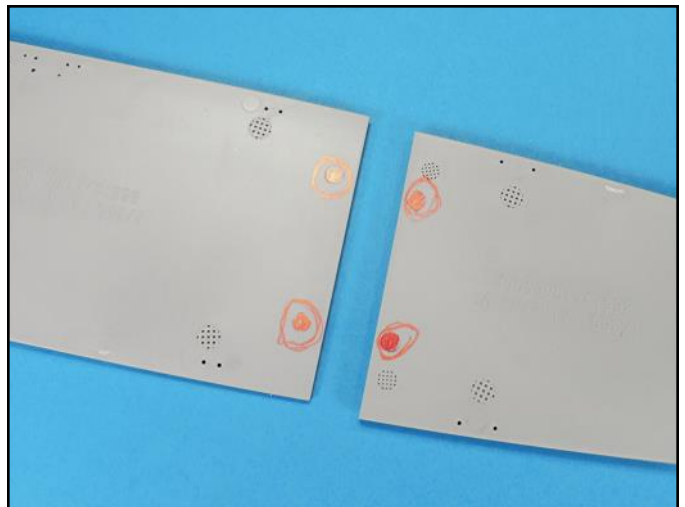
I also carefully ran a bead of super glue around the front side of each keel and then checked them with silver paint. There were a lot tiny of voids on the front side that I decided to fill with white glue after the hull was primed.



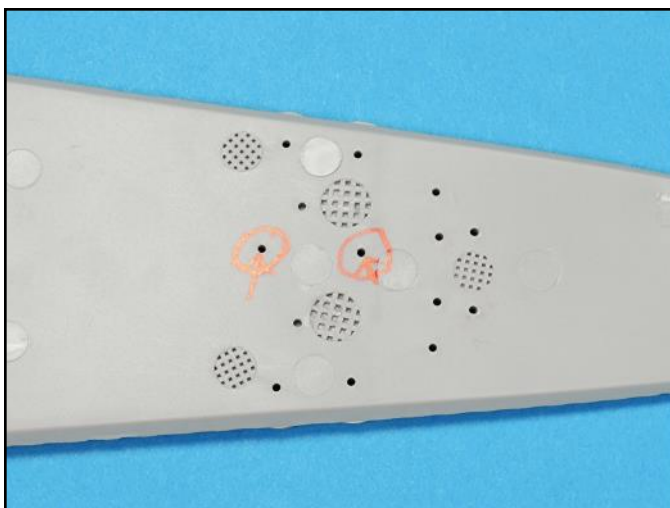
The shafts, "V" struts and rudder also should get a fit check. Once I was satisfied with their positioning, I applied tiny drops of super glue to the "V" struts where they attached to the prop shafts.



Now the shaft assemblies and the rudder are ready for priming and final painting.



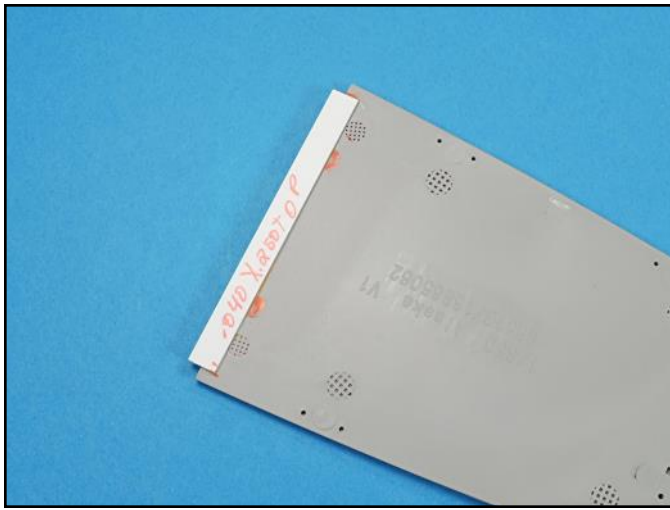
To reinforce the deck seam, a lip will be glued to the bottom. There are some protrusions on the underside of the deck that need to be flattened out so that the lip will sit flat.



The instructions call for two additional holes to be drill at the bow.



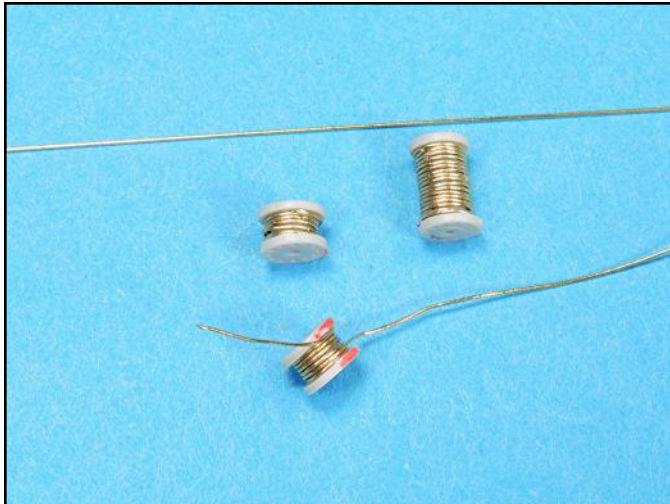
There are also 4 sets of holes that need to be drilled about half way down the stern deck section. Do not overlook these important additions. These holes and the ones at the bow are drilled out using a .020 inch drill bit.



The deck seam reinforcing lip was glued to the forward deck section using a .040 x .250 inch strip.



All the deck fittings have been cleaned up and they are now ready for assembly. Be sure to flatten the tops of the bits and the bottoms of both the bits and chocks so that they will sit flat on the deck.



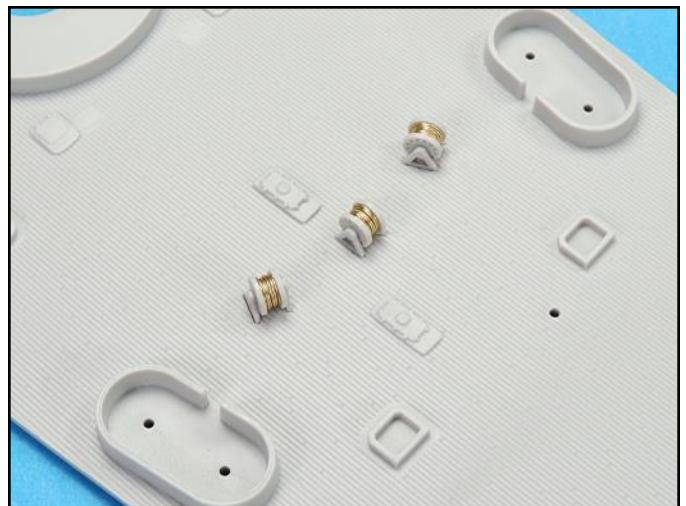
The rope reels were wound with .009 inch (#36) brass beading wire. The ends of the wire were cut in the same area as the red marks so that they can be positioned on the bottom of the frames.



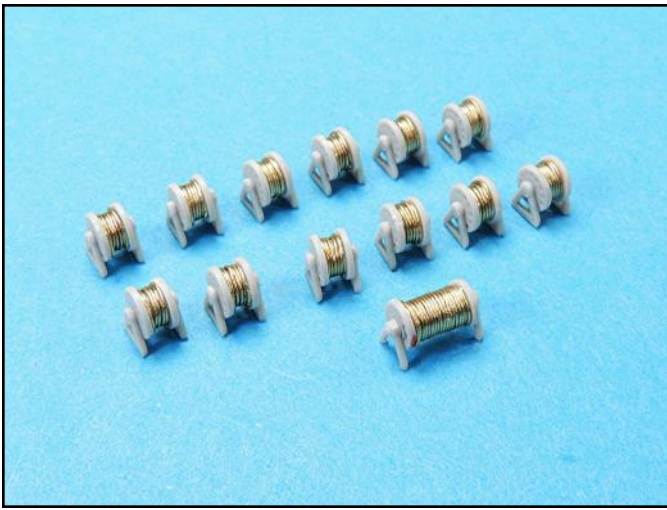
One side of the rope reel's frame was attached using a tiny drop of Testors tube glue so that the frame could be positioned on the reel.



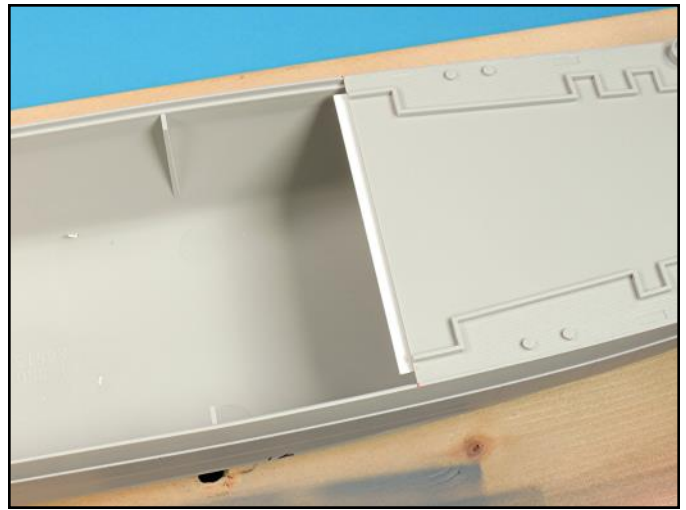
The partially assembled rope reel was positioned on the deck and the second frame was positioned and then glued onto each reel. Tiny drops of super glue were applied to the frames to complete the assemblies.



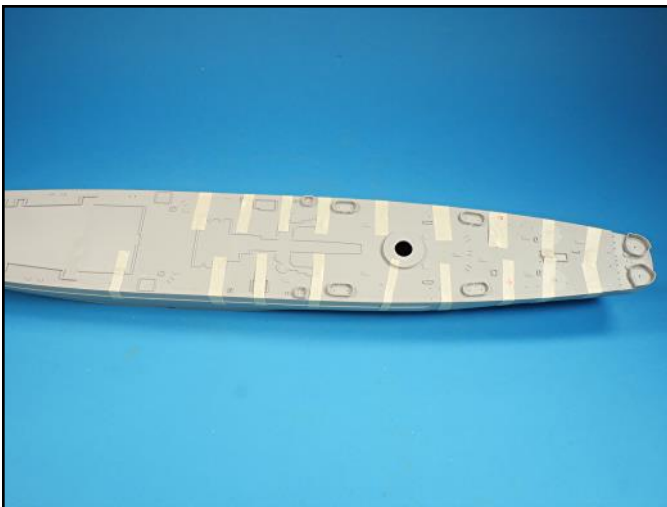
Assembling the rope reels while they were positioned on the deck ensured that they would sit correctly in their indented locations.



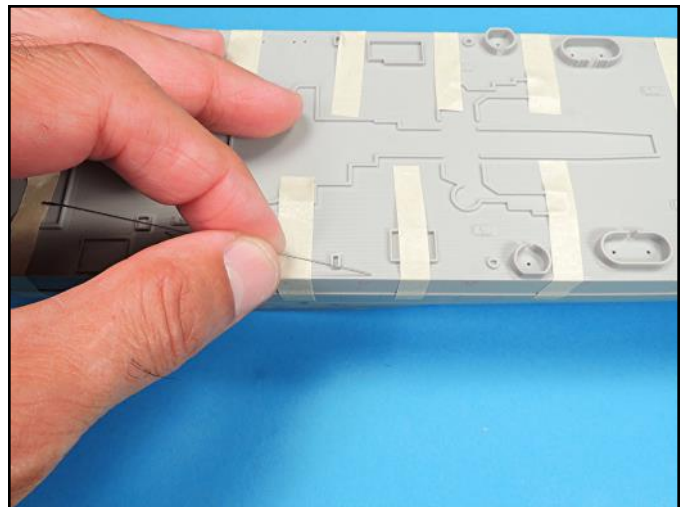
The rope reels are now ready for priming, painting and detail painting of the rope. I also made a few extras.



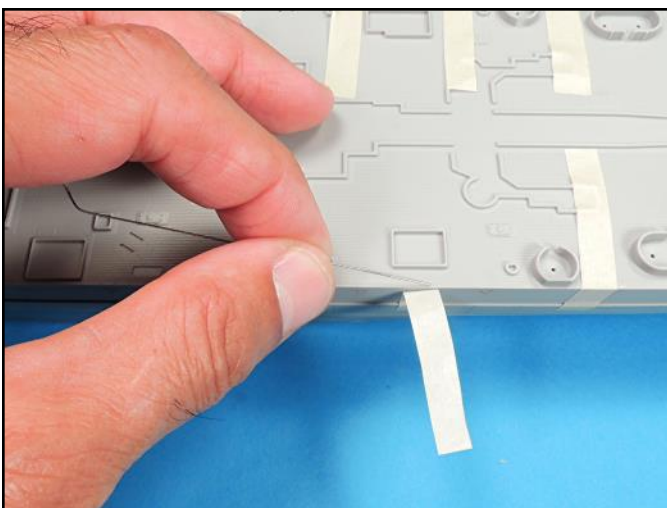
The forward deck does not fit well. Hold the deck down at the aft end, apply super glue and hold it in place until the glue dries. You can then work your way forward, pushing the deck down and gluing as you move forward.



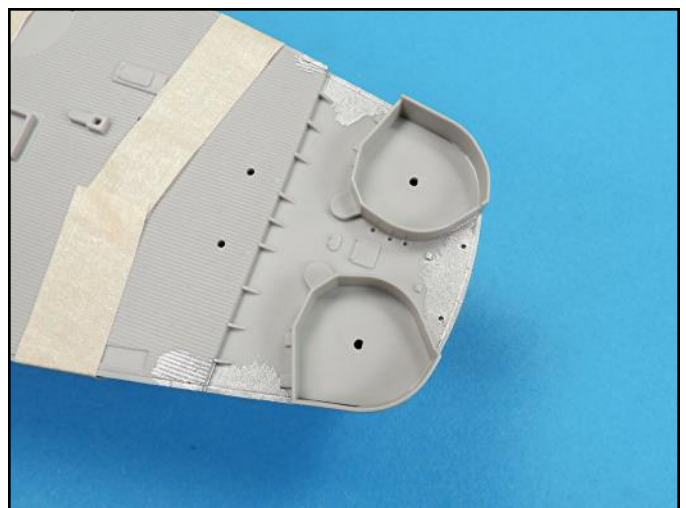
The aft deck section fits much better. It was positioned and then taped down so that there would be a very tight fit between the edge of the deck and the hull.



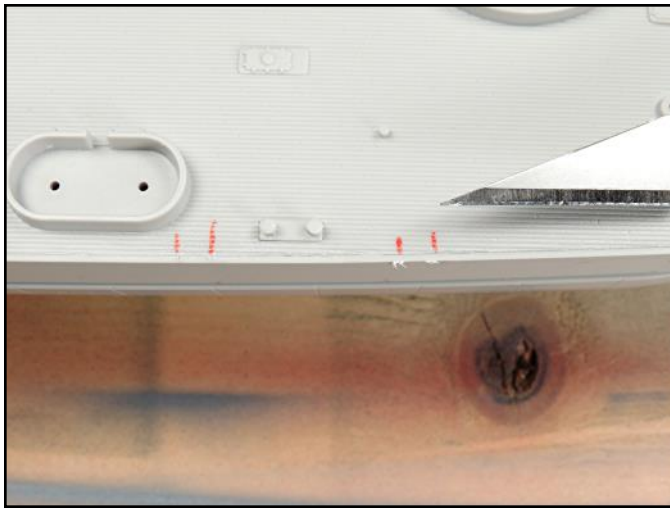
Super glue was applied with a .016 inch diameter stiff wire between the masking tape sections.



Once the glue dried, the masking tape was removed a section at a time and super glue was applied to these seam areas.



The stern area needed several applications of super glue followed by careful scraping and wet sanding to fill the tiny voids.



The chocks are supposed to be glued flush with the outer side of the hull. However this will interfere with the placement of the railings. I marked their locations and then carefully scraped off the tiny raised positioning tabs.



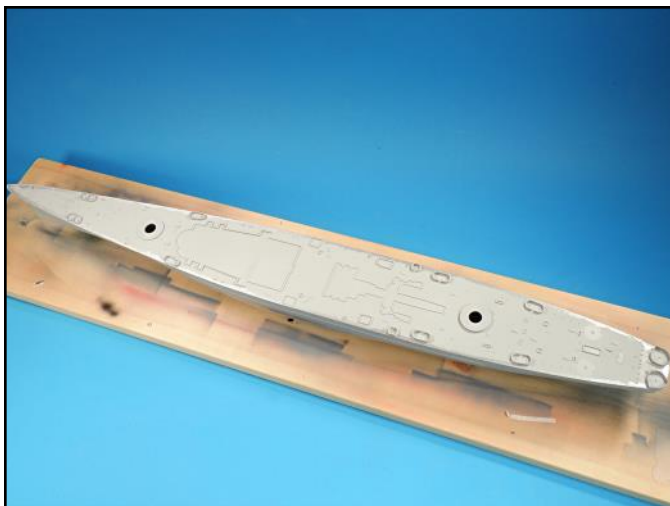
The deck seams had tiny drops of super glued added. The areas were then carefully scraped flat and wet sanded with 600 grit sandpaper wrapped around a piece of balsa wood.



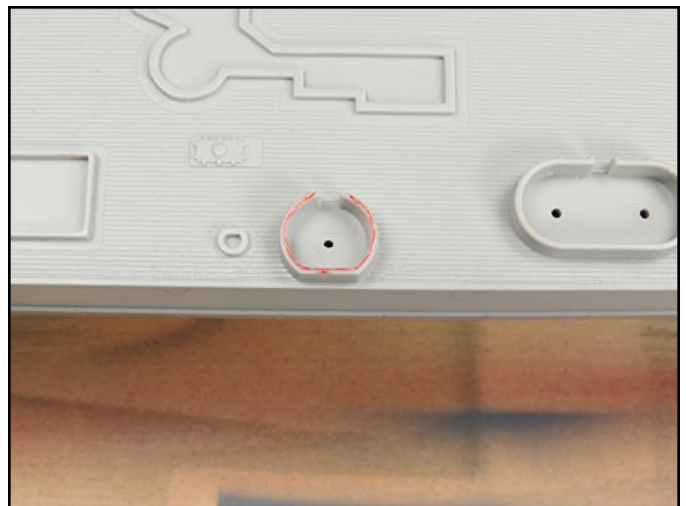
A sewing needle and length of photoetch brass were used to re-scribe the wood deck detail at the seam locations. Only two light passes were necessary to restore the deck detail.



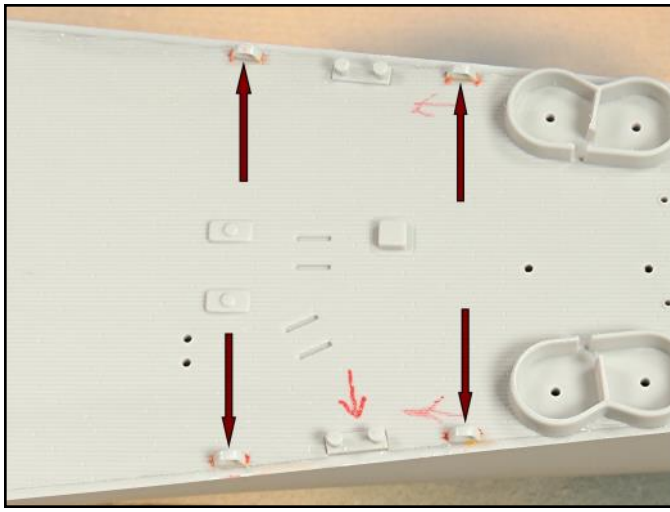
Once the deck is primed and painted you will have to use a magnifying glass to see were the deck detail was restored. The plastic is soft so use light pressure when re-scribing the deck detail.



Silver paint was applied along the deck /hull seam line to check for voids and areas where the super glue need to be scraped flat. The main deck railings will be positioned over the deck/hull seam to hide any remaining flaws.



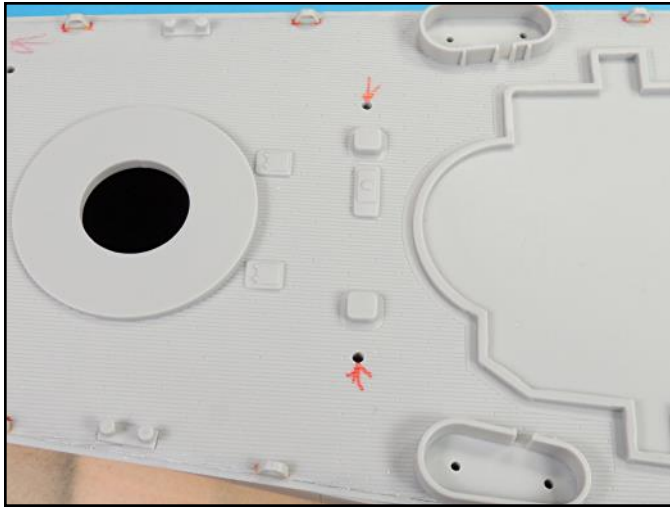
Some of the molded on splinter shields have some residual plastic that will needed to be carefully scraped off with the tip of a number 11 X-Acto blade. The tops were then lightly wet sanded with a fine grit sanding stick.



The outer edges of the chocks were positioned at the edge of the deck so that they would not interfere with the placement of the railings.



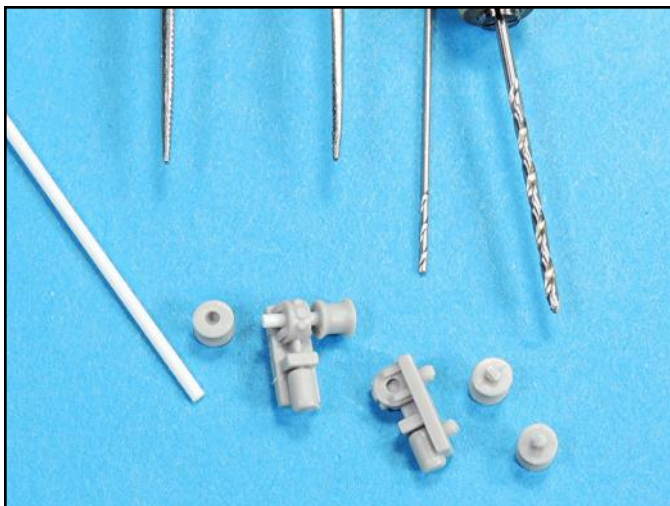
For the anchor chain to sit correctly the chain holes needed to be drilled out slightly larger and angled with a .039 inch drill bitt so that the chain would sit flat. This also helps position the chain around the capstans correctly.



As you test fit deck fittings, you will find that some of the positioning holes need to be slightly enlarged like the ones shown here. These were drilled out with a .052 inch drill bit.



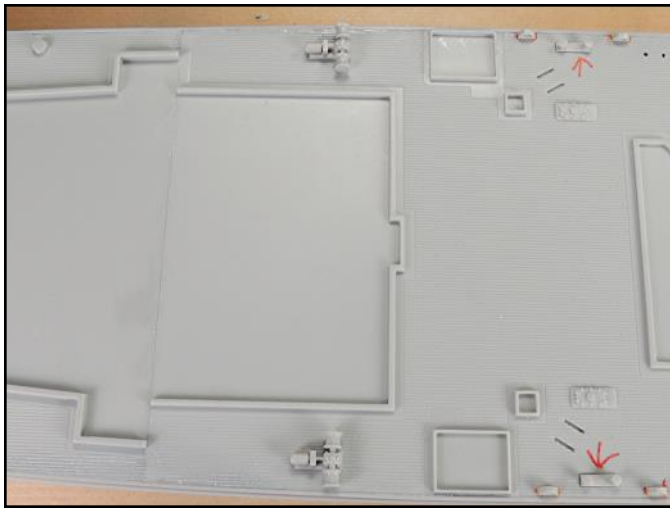
The holes for the vents at the stern also need to be slightly enlarged for a better fit. These were drilled out with a .025 inch drill bitt.



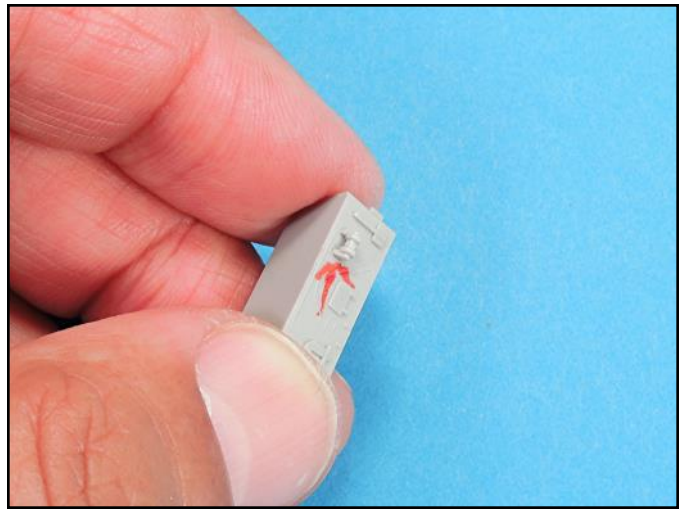
The deck winches need to be modified so that the windless reels sit correctly. Holes were drilled through the winch bases (.036 inch drill bitt) to accept .035 inch rod.



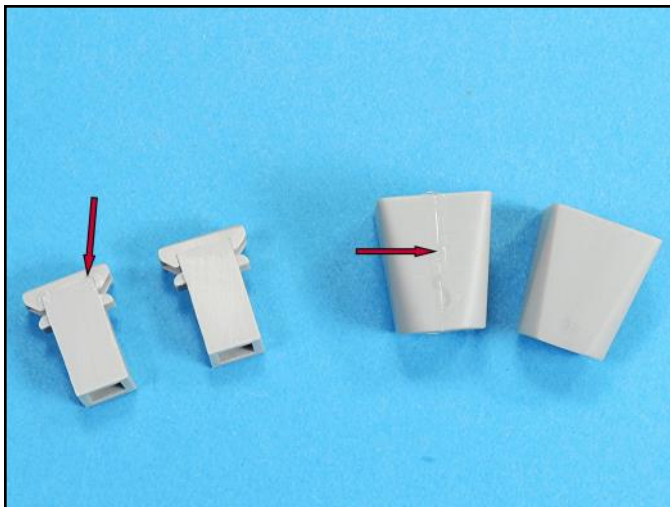
The rod was glued into place with tiny drops of super glue and then trimmed. The windless reels were carefully drilled out using a .025 inch bitt and then a .037 inch drill bitt.



The positioning holes in the deck for the winches needed to be enlarged using a .046 inch drill bitt.



I used tiny drops of Testors tube glue applied with the tip of a toothpick to position small parts. After the glue dried I applied tiny drops of super glue to strengthen the attachment.



Several layers of super glue were applied to the seams on the back of the large vents. The catapult pedestals were glued from the inside first with super glue. Beads of super glue were then applied along the outside seam lines.



The backside of the vents and the sides of the catapult pedestals were run across wet stationary fine grit sandpaper to smooth out the super glue. The plastic was then polished with a 0000 steel wool pad.



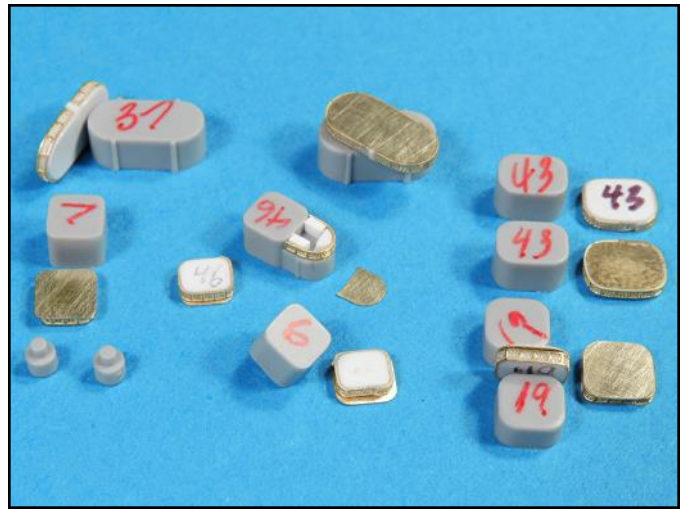
The insides of the pedestals along the seams were scraped flat so that tiny strips of plastic could be glued to strengthen the seam.



The kits photoetch framing was too long for the forward 40mm platform, so the ends were cut off for a better fit.



To better construct the deck vents, I made corresponding shapes with .040 inch thick plastic strips. This allowed me to wrap the tiny vent screens around the shapes. The photoetch tops were then glued to the shapes.



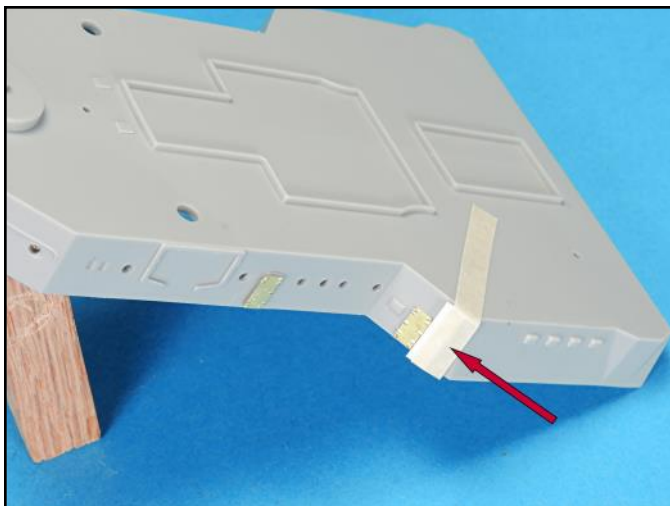
Some of the photoetch screening was too long, others were slightly shorter. I trimmed the long ones and added tiny bits of plastic strip to make up for the tiny voids on the ones that were short.



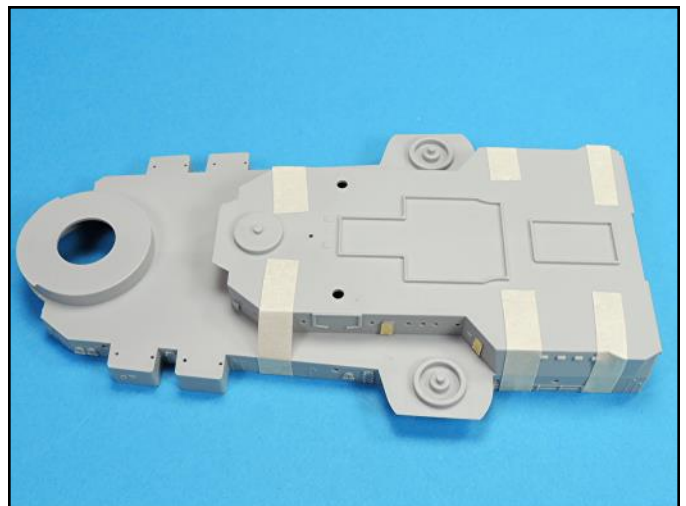
I used a tiny length of .050 inch rod to wrap the small screen around for this deck vent.



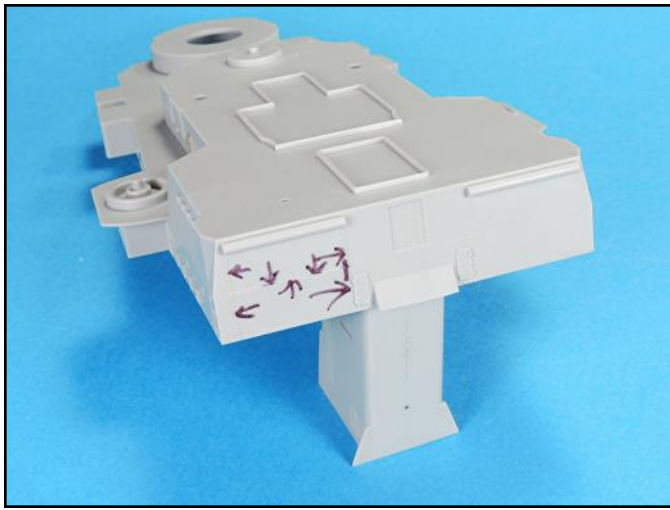
The upper screen/top assemblies were attached the lower kit parts with Testors tube glue so that they could be positioned correctly.



Some of the hatch details on the superstructure forward section were missing so I attached photoetch ones from a Gold Medal Models detail set. The tiny strip of plastic was set in place first for positioning of the hatch.



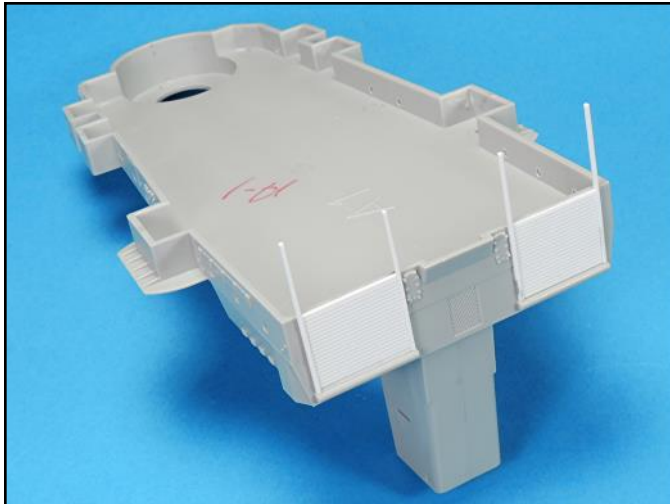
The forward main superstructure assembly was glued using Testors tube glue applied to the inside area of the second level.



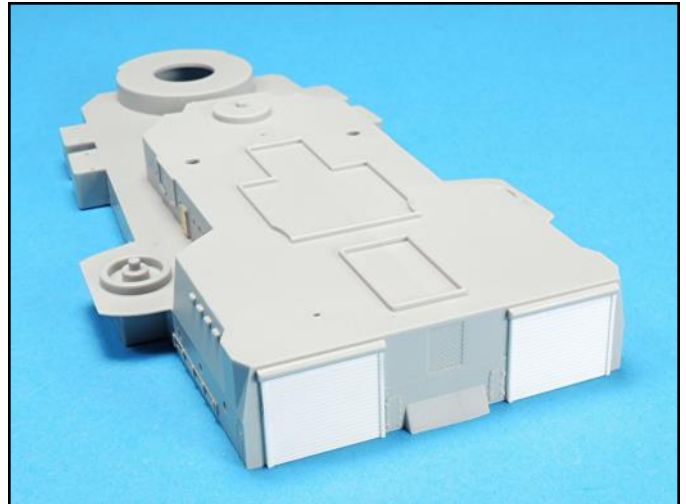
The hanger door detail was missing and needed to be added. The first step was to remove the tiny raised lines. These were carefully scrapped off the surface and then wet sanded smooth



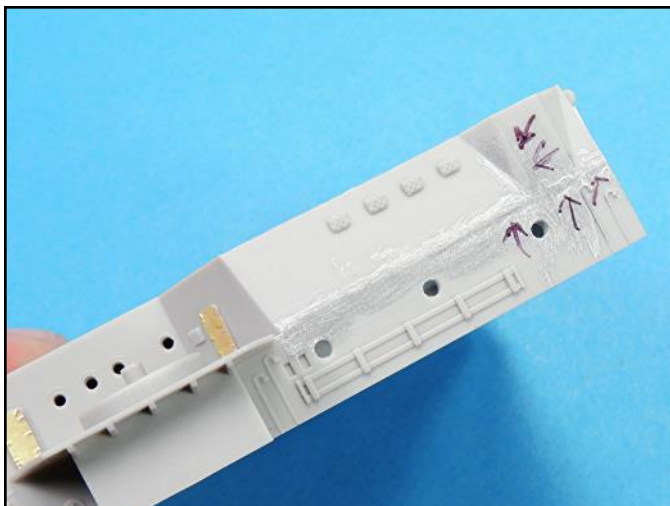
I used Evergreen .025 inch "V" groove plastic for the doors. Each door was approximately 19/32 inches long by 3/8 inches high.



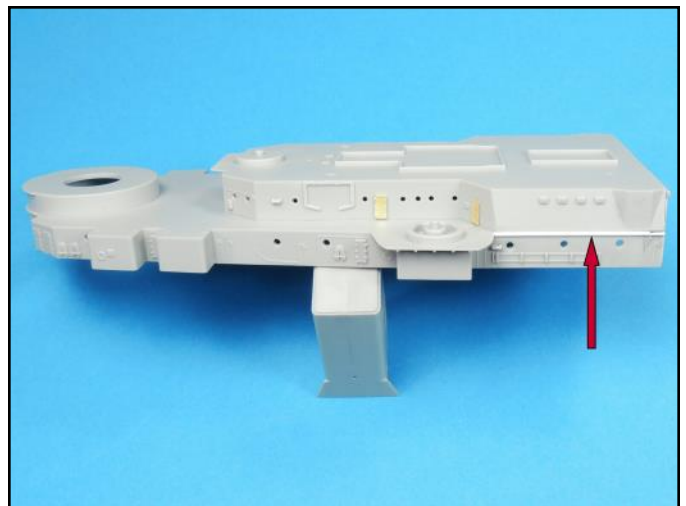
The parts were attached with Testors tube glue so they could be positioned and then strips of .020 x .030 inch plastic were attached for the side framing.



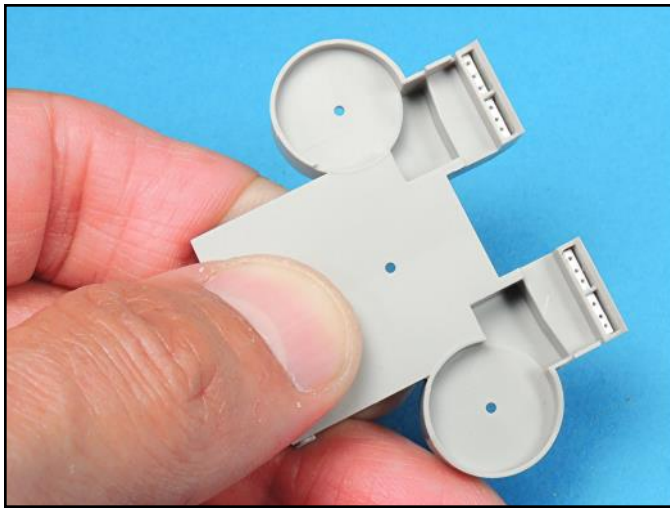
The side framing was trimmed and the bottom was run across a stationary piece of wet sandpaper to smooth it out.



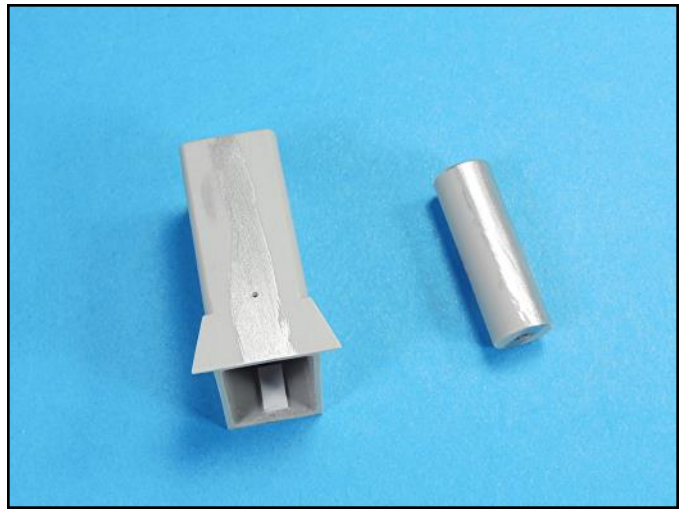
There is a very distinct line between the lower straight superstructure part and the angled upper part. If you try to scrape and sand this seam, which I attempted to do on the port side, you will distort the line.



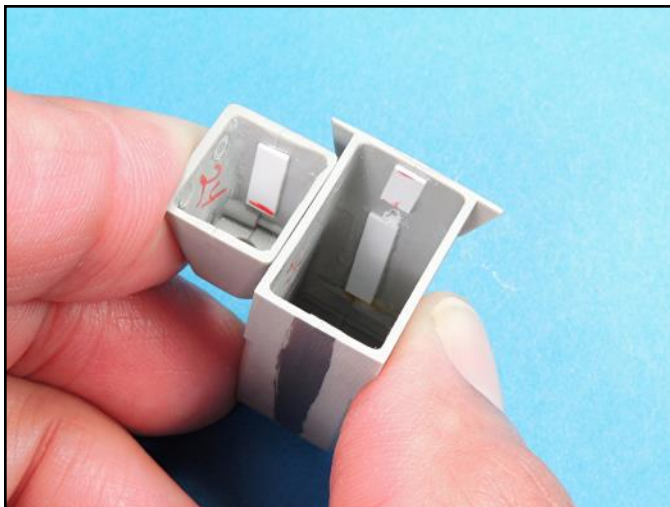
My solution was to cover the seam line with a Plastruct .030 inch half round. I have found that the Plastruct rod and half rounds are better shaped than their Evergreen counter parts.



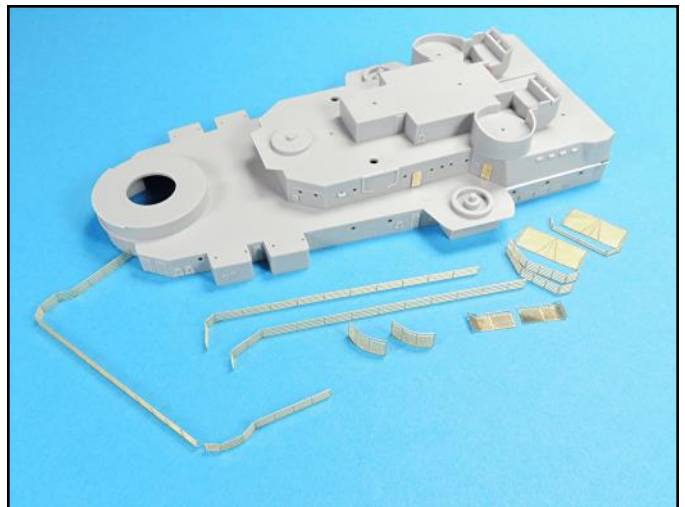
The flag boxes needed to have inserts added for rigging. I used .040 x .188 inch plastic strips which were form fitted into place. The holes for the rigging were drilled with a .019 inch bit prior to attaching them with Testors tube glue.



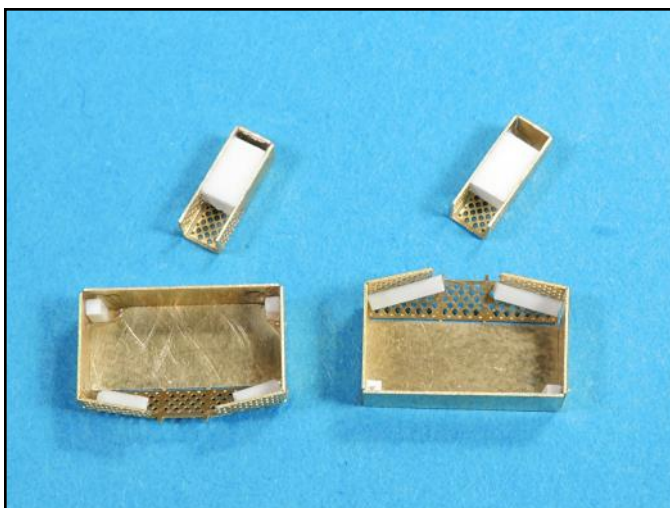
I always check seams with Testors enamel silver paint. I apply super glue to any flaws that are detected and wet sand the surfaces smooth. The silver paint will act as an indicator when the glue is sanded off.



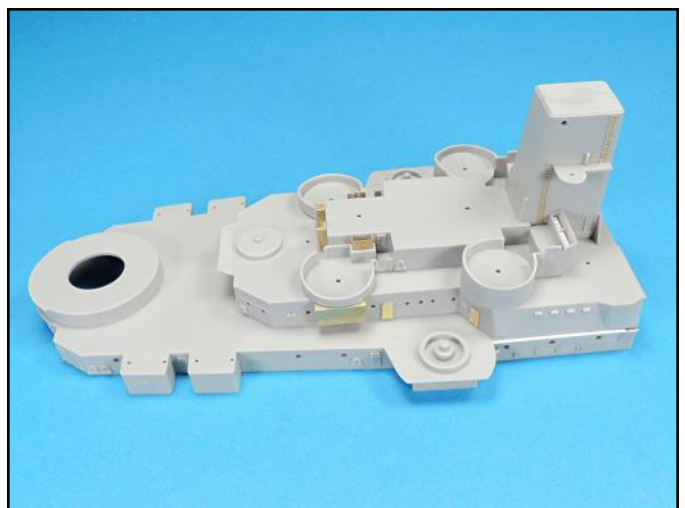
I always strengthen assemblies where ever possible. This helps strengthen the seams and prevents cracking as you work on them.



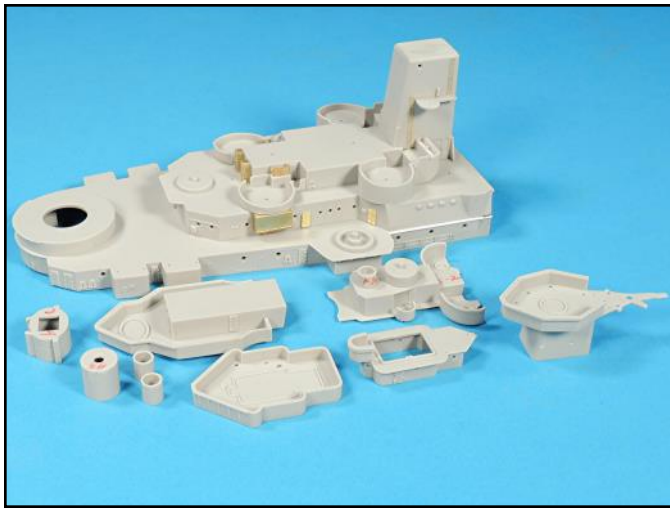
The kits photoetch railings had bend point for exact fits. On the forward superstructure most of them fit well. I like to pre-bend and shape photoetch railings and detail parts prior to painting.



These kit photoetch vent boxes were shaped and then the fold and seam lines were reinforced with strips of plastic so that the parts would be strong. This makes handling them easier and prevents distortion of the parts.



During the testing fitting stage I determined that that these forward superstructure parts could be assembled and painted as one piece.



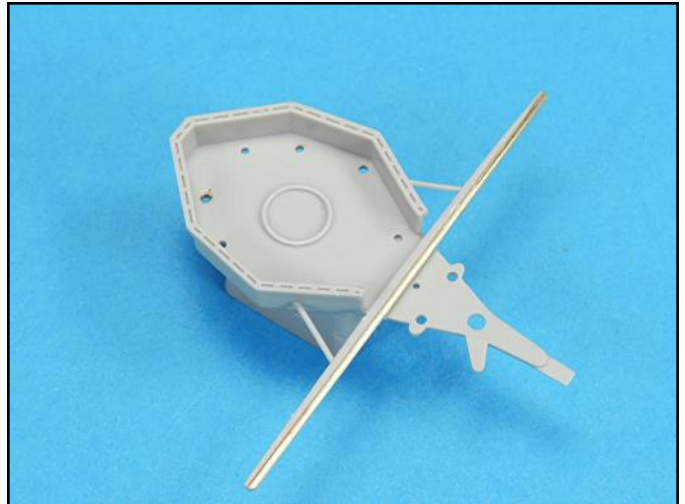
Here are the forward superstructure parts. Some of them have been assembled and others will remain separate for painting.



Here the forward superstructure is getting a final fit check of the parts and subassemblies.



The forward and aft yardarms were reinforced with stiff .028 inch brass rod that had one side flattened by running them across sandpaper.



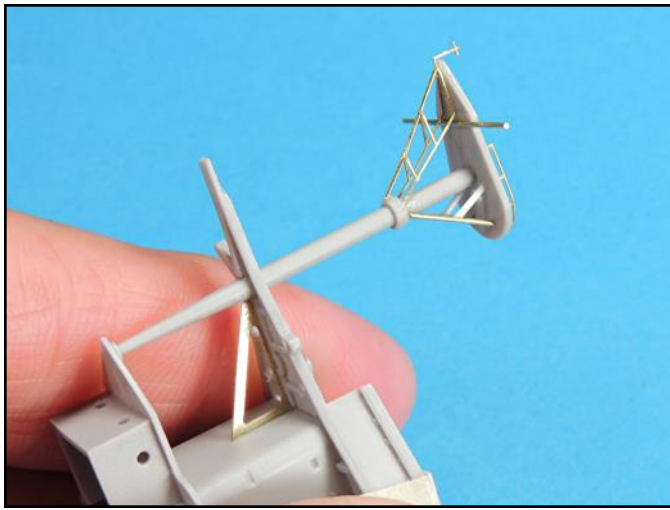
The plastic part of both mast assemblies had holes drilled through them with a .016 inch (#78) bitt for the flag rigging.



The main mast positioning hole needed to be drilled out with a .070 inch bitt to that the mast would sit correctly.



The mast platform was attached with Testors tube glue and then positioned. The underside framing detail was then added.



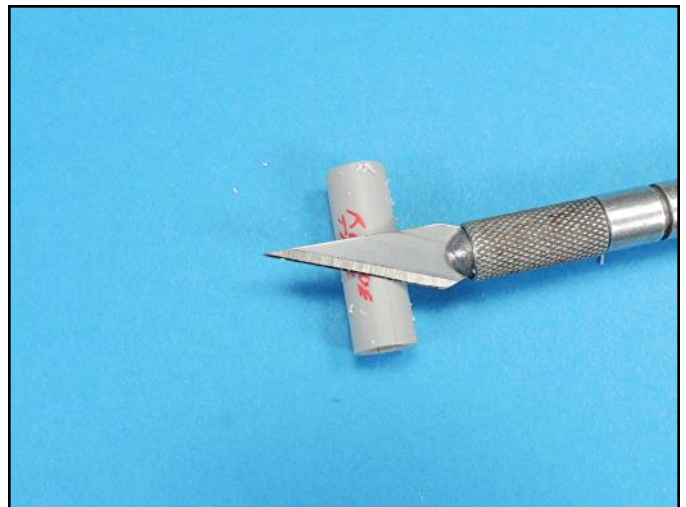
The aft underside photoetch fit okay. The forward one did not, so it was replaced with .019 inch brass and .020 inch plastic rod, which were form fitted into place. The photoetch yardarm was replaced with .019 inch brass rod.



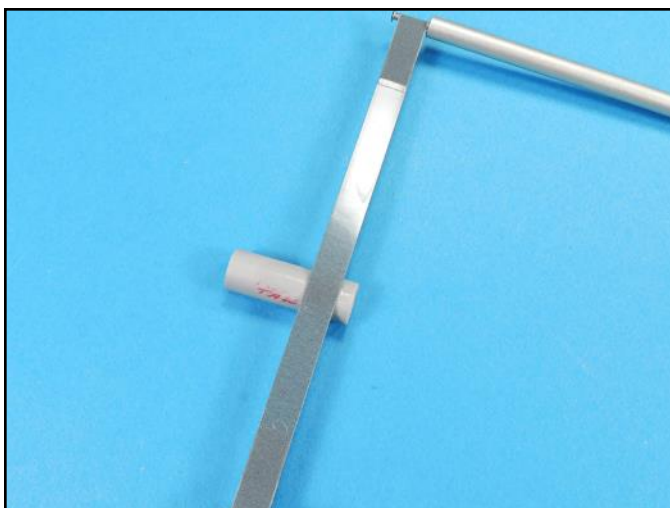
The kits plastic mast support braces were also replaced with .019 inch brass rod.



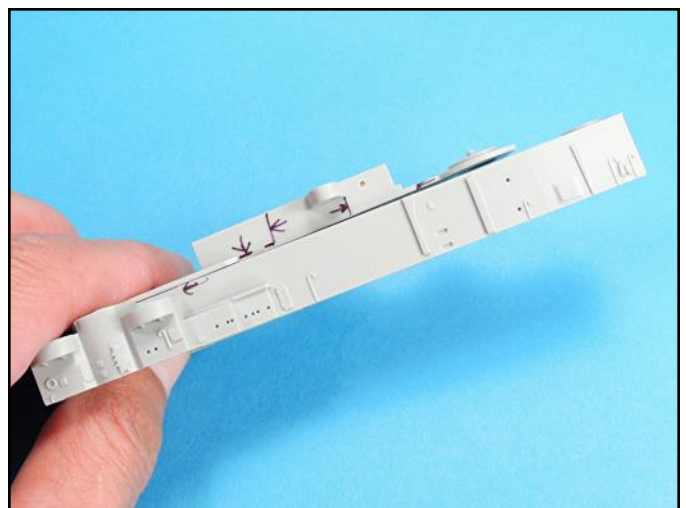
The arm rests on the binocular stands were pre-positioned and then a tiny drop of white glue was applied. The arm rests were adjusted and then tiny drops of super glue were applied after the white glue dried.



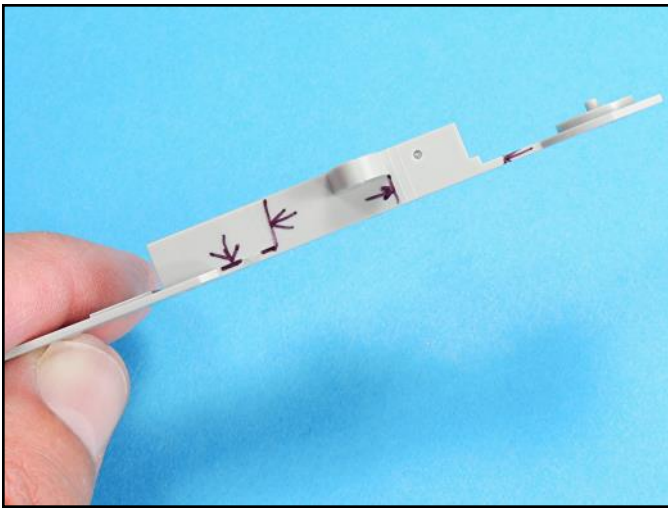
The aft superstructure tower seams had a bead of super glued applied along its entire length. The super glue was then carefully scrapped smooth.



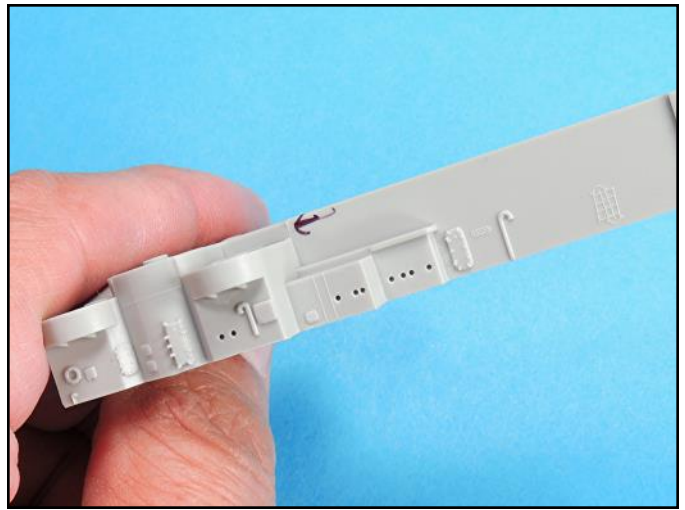
A Flex-I-File was used to restore the curve shape of the tower. The sandpaper was wet and when complete the surface was polished with a 0000 steel wool pad.



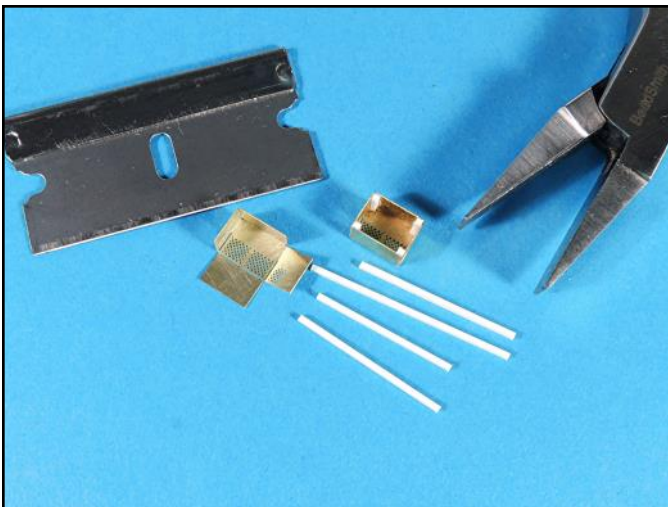
The after superstructure assembly has some challenging seam lines and some raised surface flaws caused by slide molding. Carefully scrap off these flaws and then polish the surface where possible with a 0000 steel wool pad.



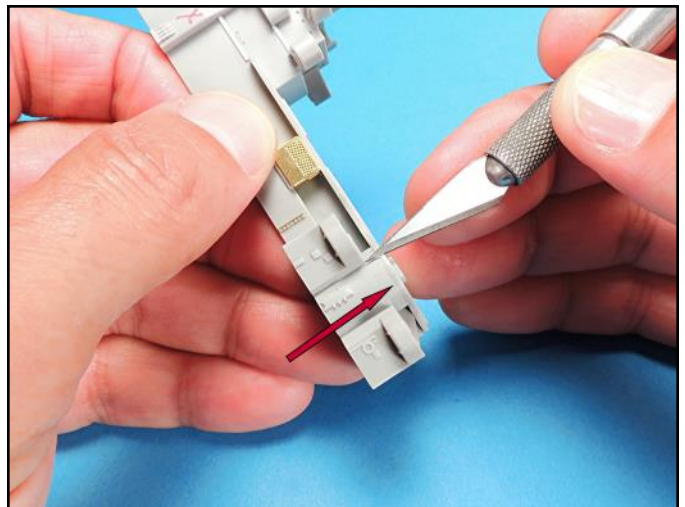
Here are the surface flaws on the upper aft superstructure part.



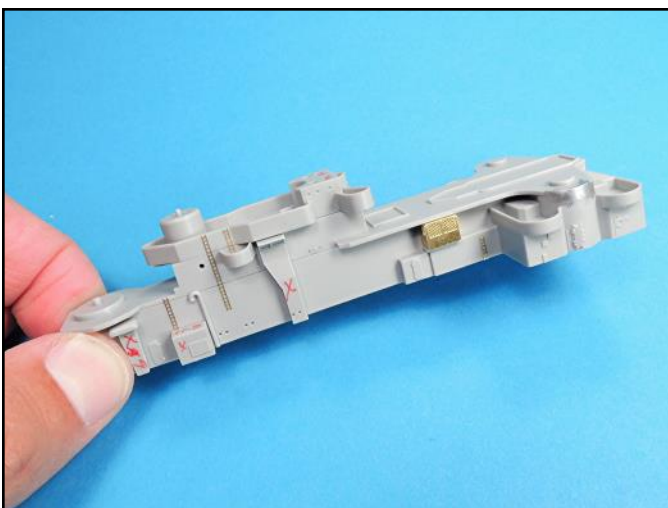
Here is the one surface flaw on the lower aft superstructure.



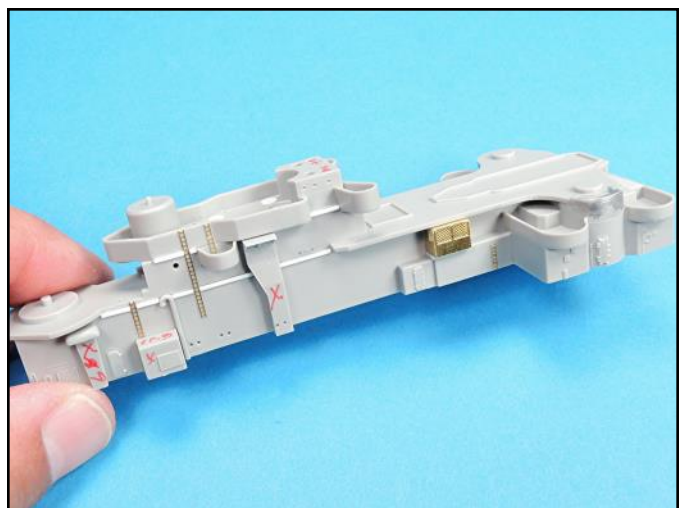
Bend the aft superstructure vent boxes into shape and then reinforce the seams with strips of plastic.



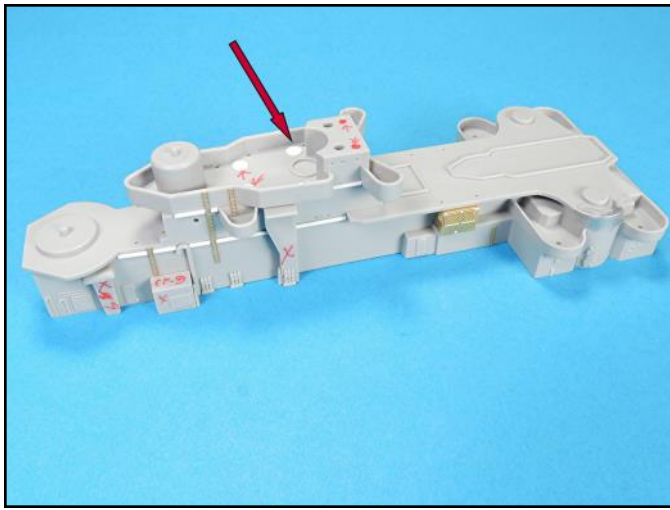
After gluing the upper and lower superstructures, run a bead of super glue along the round seam area. Carefully scrape the seam, wet sand it smooth and then polish it with a 0000 steel wool pad.



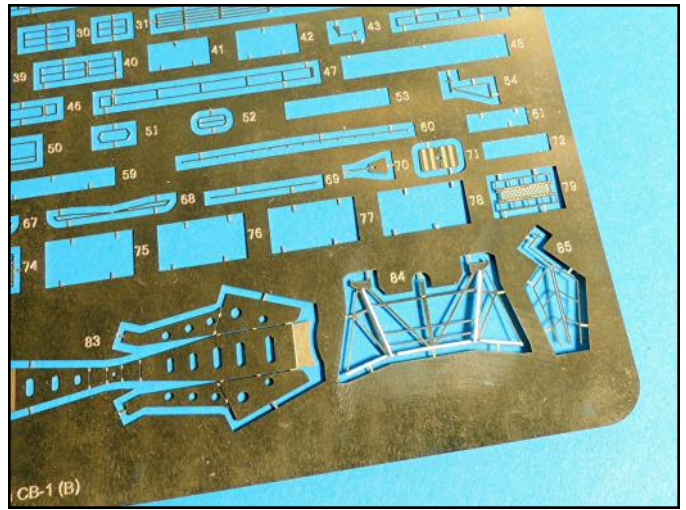
The additional detail parts were then attached with Testors tube glue so they could be positioned. The photoetch assembly is a tight fit and beads of super glue were applied around the top area under platform.



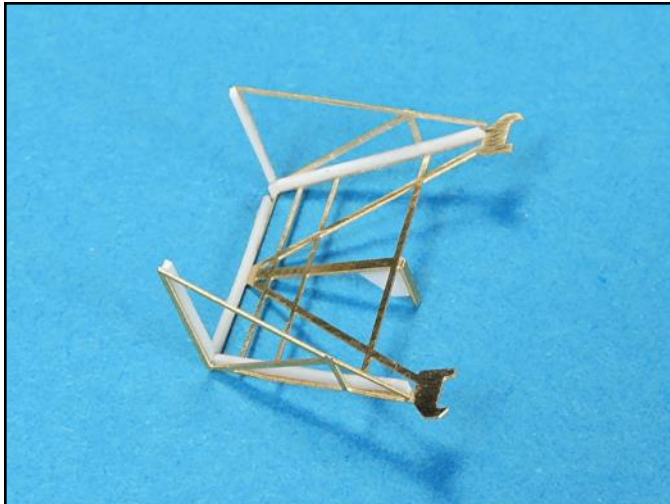
The remaining seams were hidden using Plastruct .030 inch half round.



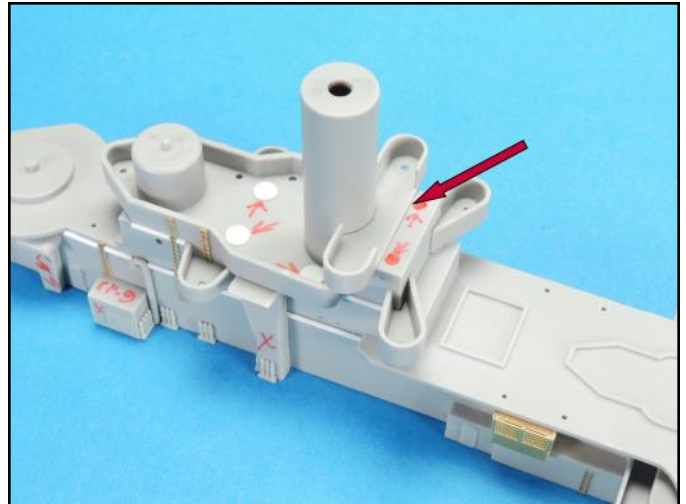
There are round mold release depressions on the deck and they are very hard to correct. I made disks using .010 inch thick plastic and punched them out with my trusty Waldron Punch Tool to cover these flaws.



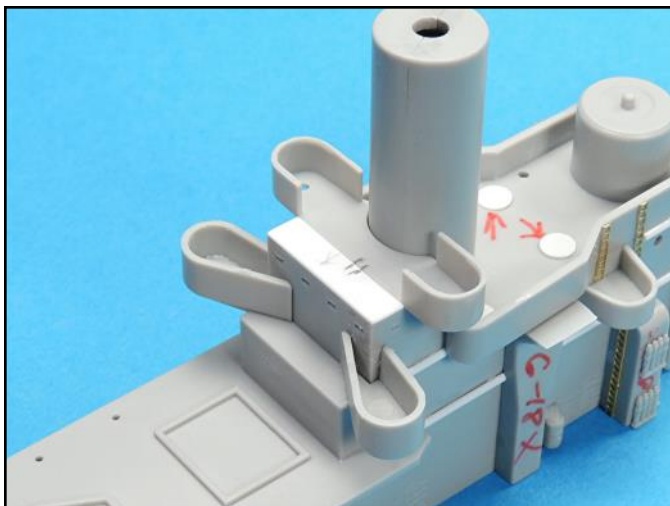
The photoetch crane cradle is fragile so I reinforced the framing with .010 x .020 inch strips.



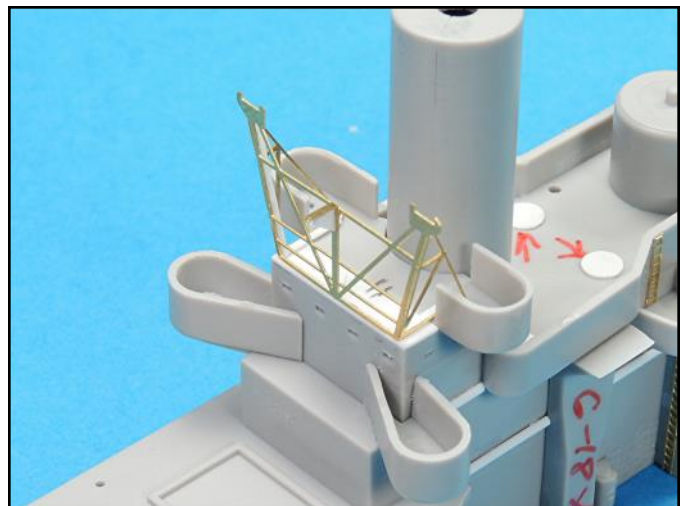
The framing has been bent into shape. Note that the added plastic does not interfere with the bend locations.



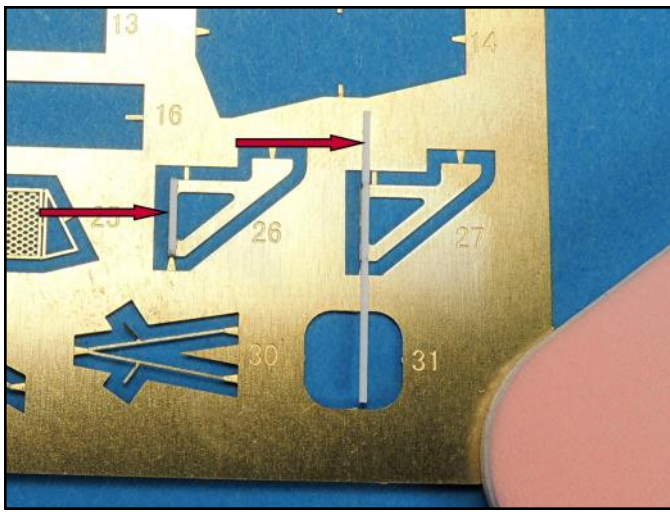
Half the platform where the crane cradle sits is slightly lower than the back half. This needs to be corrected so that the cradle will sit flat.



I used a length of .015 x .125 inch plastic which I sanded down slightly so the thickness would be about .013 to .014 inches thick. This part was then attached to the deck with a few tiny drops of Testors tube glue.



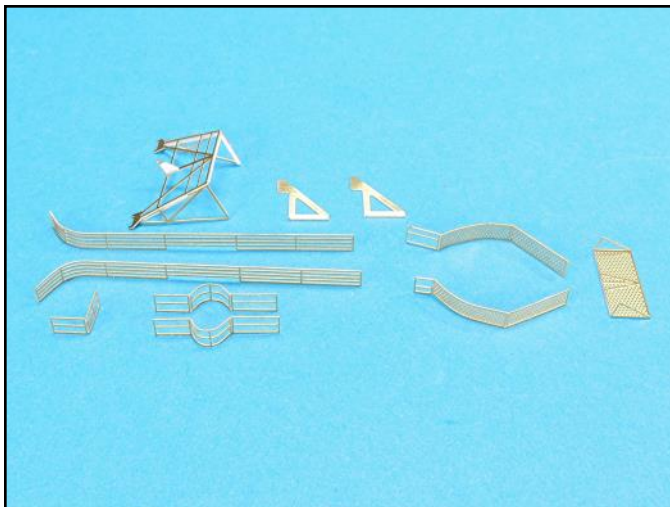
The crane cradle now sits level.



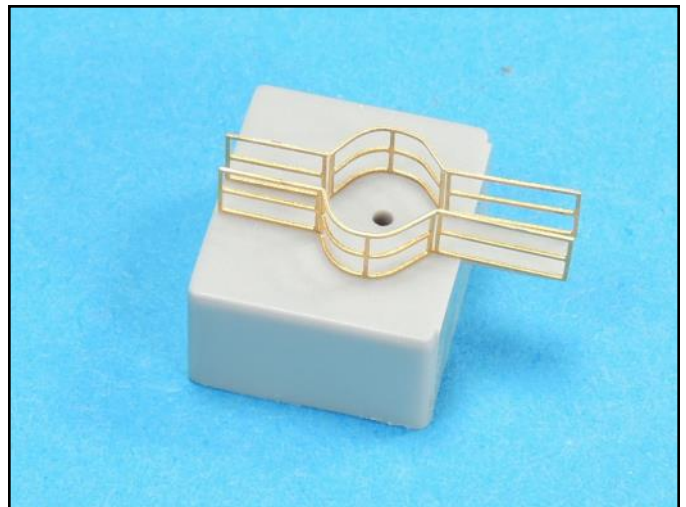
There are two aft tower supports and I added .020 x .020 inch lengths to the bases so that there would be a wider gluing surface.



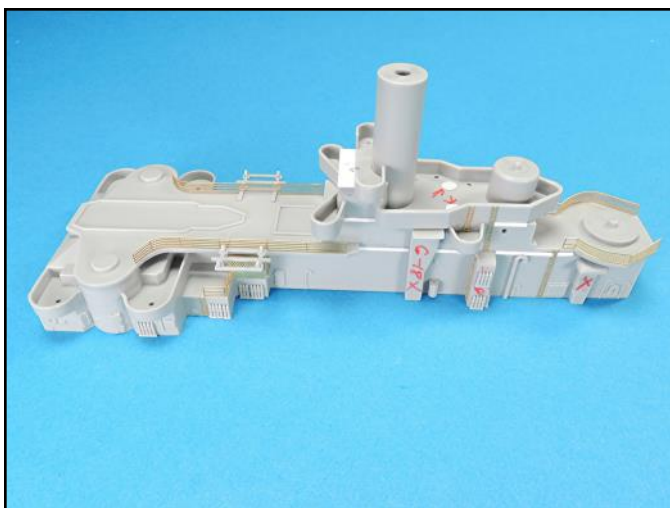
I used various size wood dowels to get the correct curves in the photoetch railings.



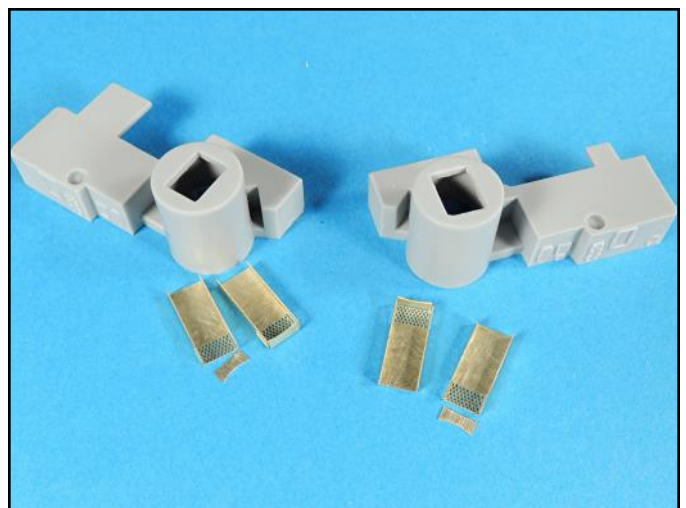
All the photoetch parts for the aft superstructure were also pre-shaped prior to painting the superstructure. A 3/8 inch dowel was used to set the curves in the long railings and a 1/2 inch dowel was used for the short railing lengths.



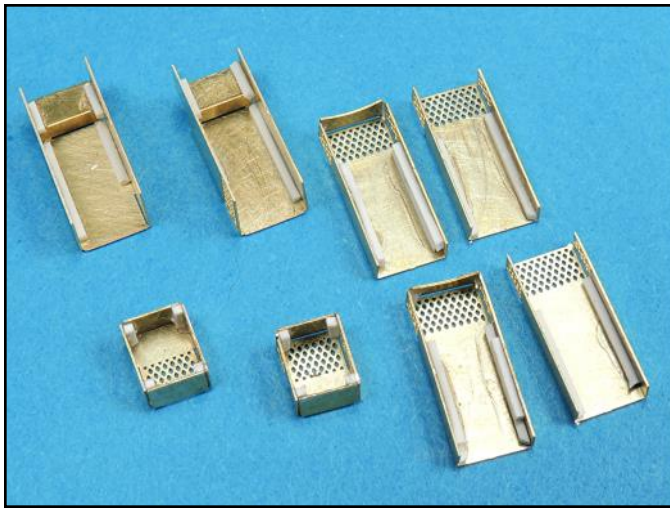
The curves in these railings were formed with a 1/8 inch wood dowel.



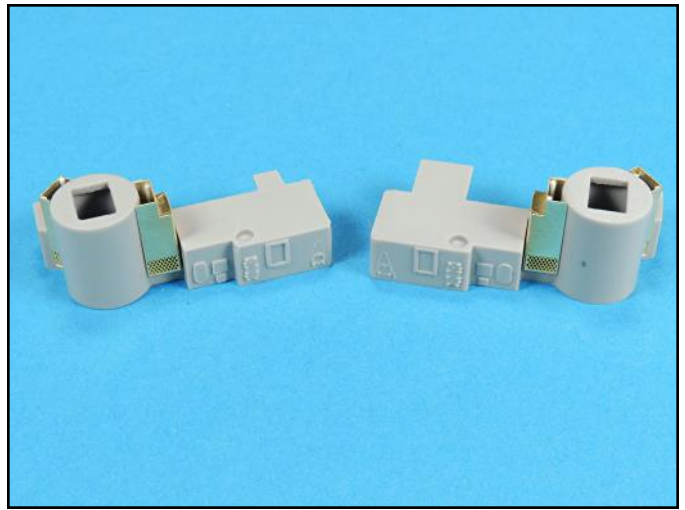
Be sure to test fit all the photoetch railings prior to painting them.



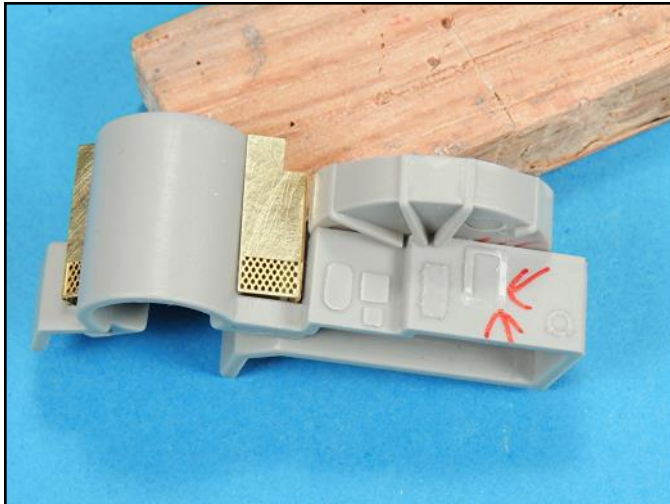
One end of the photoetch vents on the aft 40mm platforms needed to be removed so that they would fit correctly.



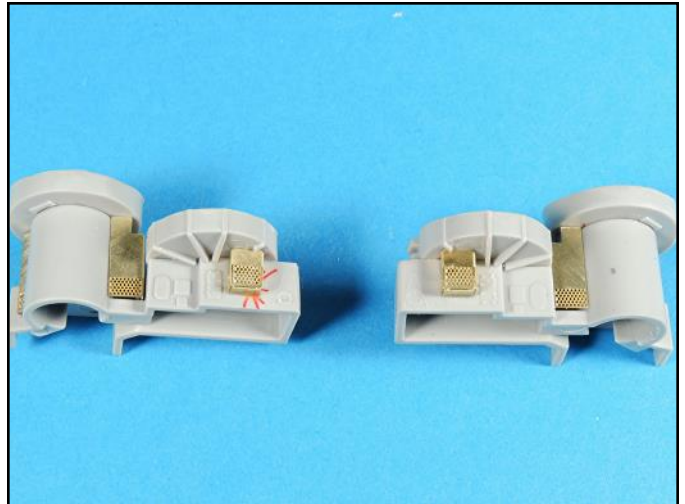
All the photoetch vent boxes for the aft 40mm platforms were reinforced with .020 x .020 inch strips.



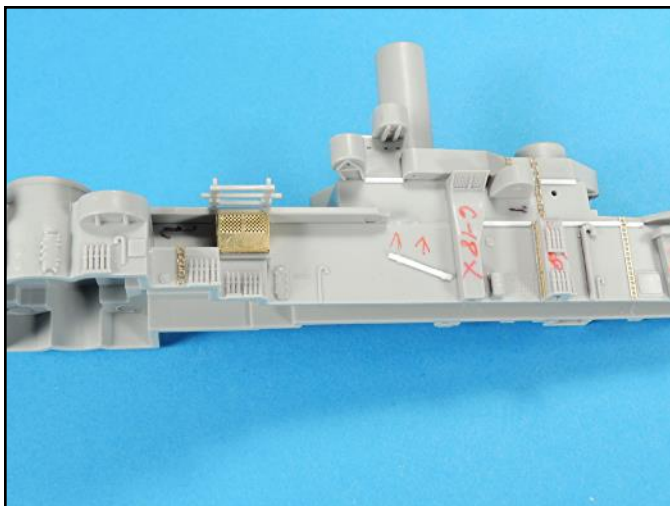
The photoetch vents have been positioned and test fitted one last time prior to gluing.



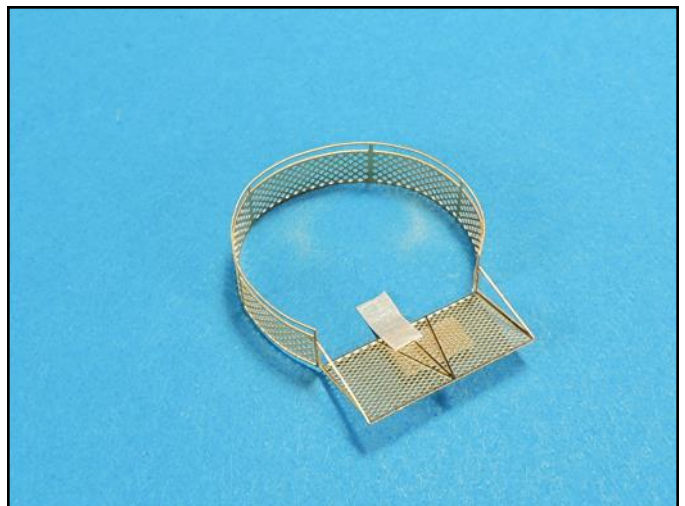
The large vents have been super glued into place. One edge and the bottom of the raised positioning tabs for the smaller vent boxes needed to be removed due to the reinforcement strips that were added to the insides.



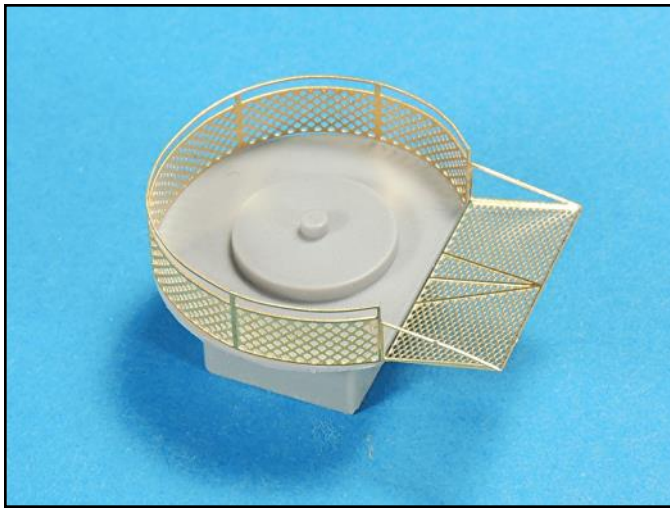
The aft 40mm platforms are now complete except for the welding bottles that need to be attached to the inside areas of the superstructure bulkheads.



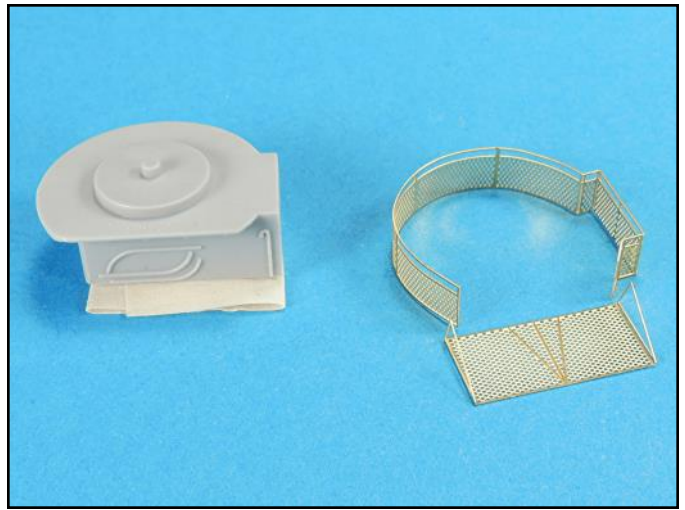
When I test fitted the aft superstructure and the 40mm platforms, I discovered that some of the half round lengths that I added to hide the seams interfered with the platforms positioning. I carefully removed these lengths.



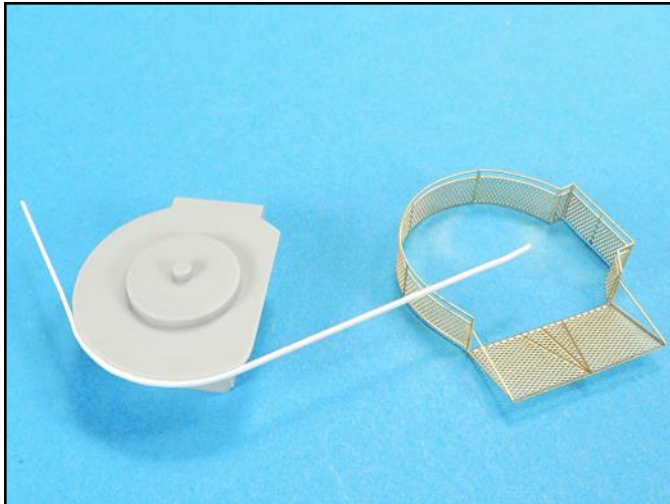
The 5 inch/38 turret platform railings and netting were shaped and then I carefully taped them together and applied super glue along the vertical attachment points. The curve was made with a 1/2 inch dowel.



Test fitting the railing/netting assembly on the port 5 inch /38 turret platform showed a nice fit.



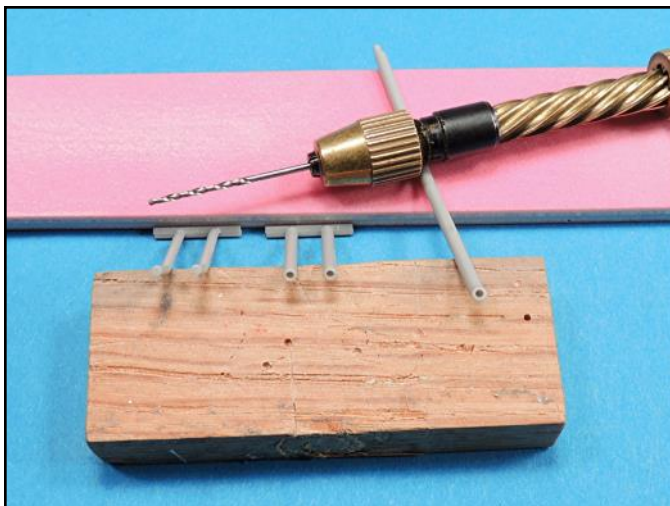
The railing/netting assembly for the starboard 5 inch/38 turret platform was a challenge. I found that setting the curve in the railing first and then bending the box area worked best.



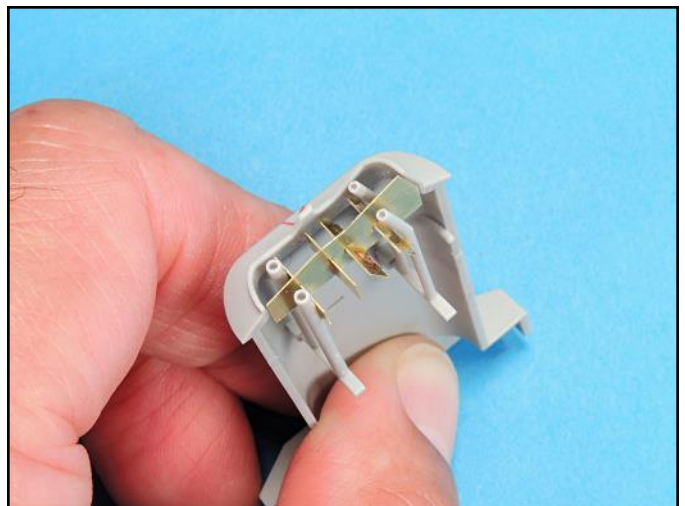
Test fitting the starboard 5 inch/38 turret platform showed that the railing assembly was too large. To solve this problem I laminated a .20 x .020 inch strip along the edge of the platform to widen it.



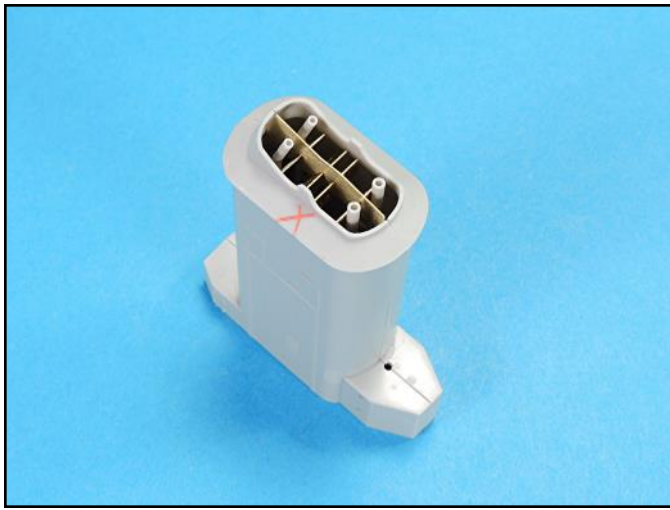
The railing/netting assembly for the starboard 5 inch/38 turret platform now fits much better.



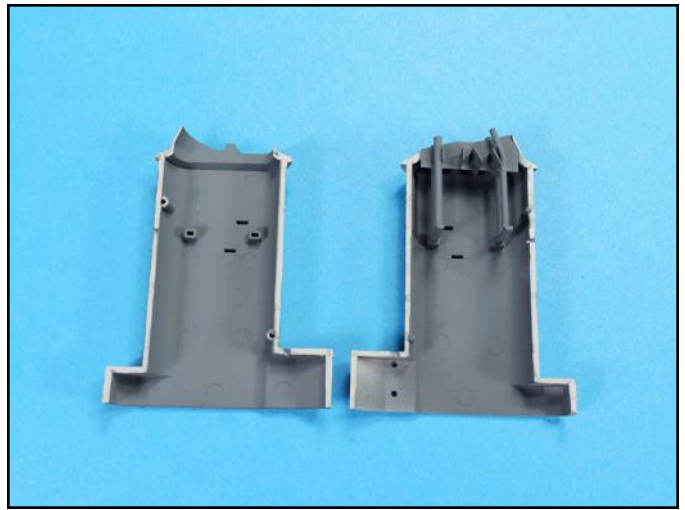
The smoke stack pipe vents were drilled out using a .039 inch (# 61) drill bit.



The interior smoke stack assembly is now complete.



Be sure to test fit the stack. I found that the interior positioning tabs for the vent piping needed to be thinned a bit to get the stack halves to close up tightly.



The interior of the smoke stack was airbrushed with flat black.



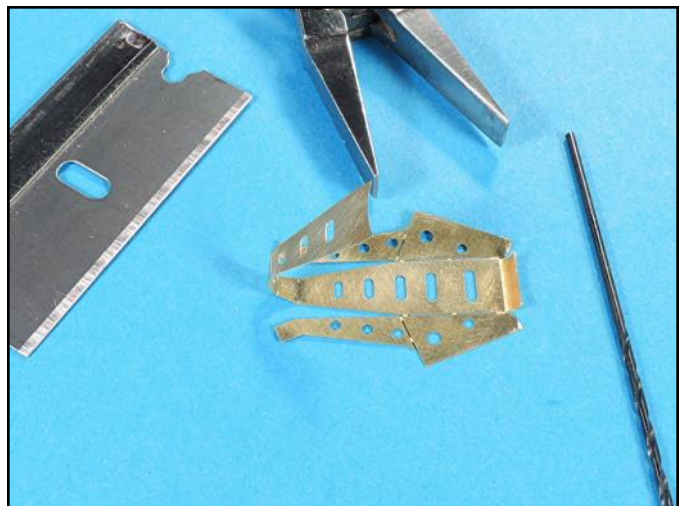
The stack was tightly taped together and then a bead of super glue was applied along the seam lines.



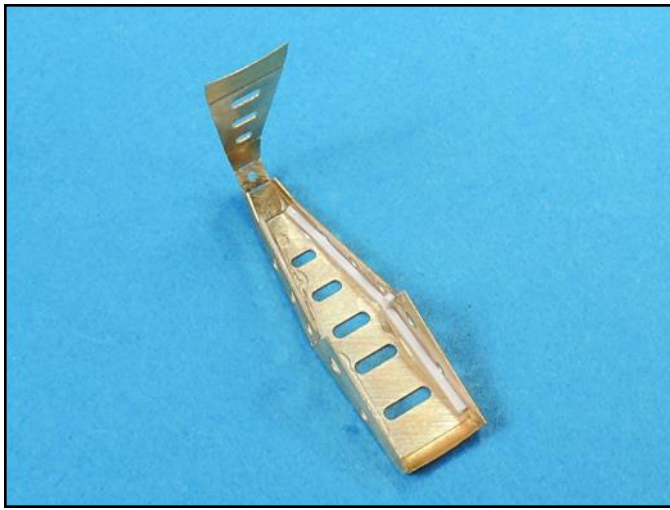
The interior of the stack was reinforced prior to working on the seams.



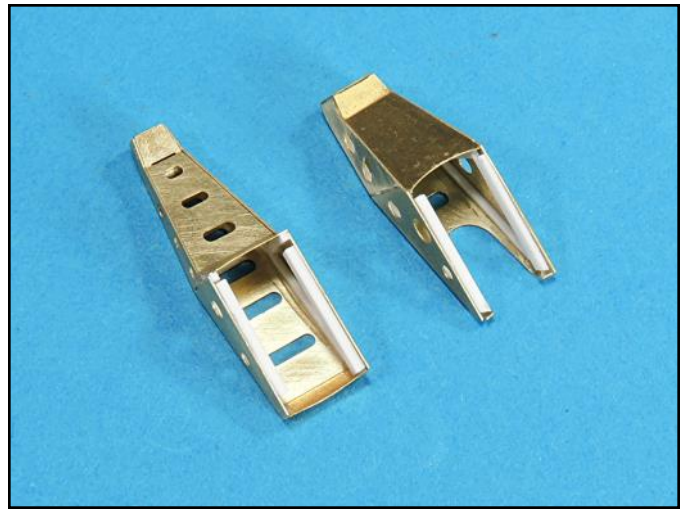
Several applications of super glue were needed to fix the seams. A Flex-I-File was used to reshape the stack after scraping and sanding the seams.



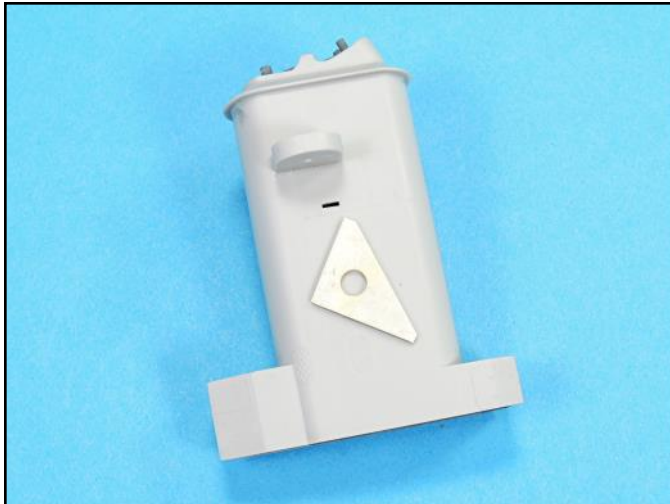
The forward and aft photoetch frame platforms for the stack were carefully shaped along their fold lines. The bottom was curved and the top was folded, but not positioned.



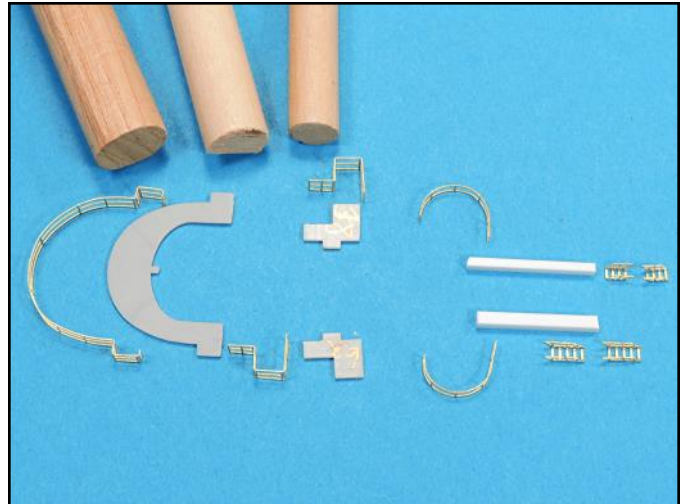
The sides were folded up and then reinforced with .020 x .020 inch strips. The top and bottom were then positioned and glued with tiny beads of super glue.



I also attached .020 x .020 inch strips along the surfaces that attach to the smoke stack. This provides for a strong gluing surface.



I used my small triangle to help ensure that the smoke stack searchlight platforms were straight and level.



The photoetch railings were pre-shaped with wood dowels with 1/2 inch and 5/16 inch diameters. The inclined ladders were shaped with .040 and .060 inch plastic strips.



The lower small platforms were installed next and here again I used my trusty small triangle to ensure that the platforms were straight and level.



I then installed the larger forward platform and used the positioning of the other two platforms to help ensure that this larger curved platform was straight and level. The flag boxes and vent stack were then added.



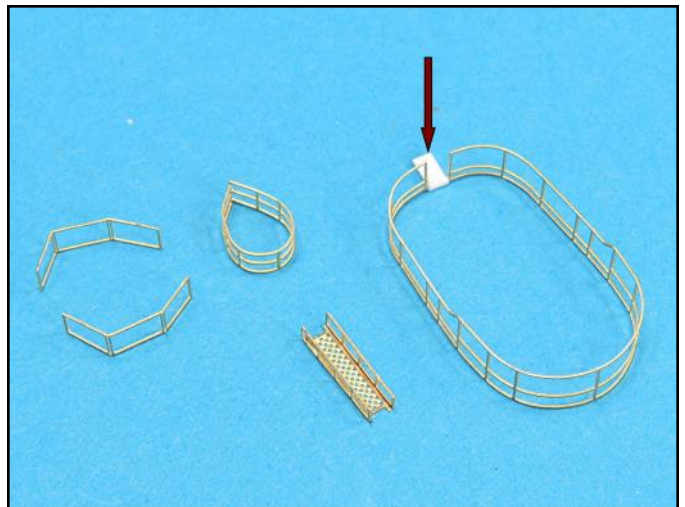
The flag boxes had .040 x .080 inch strips inserted with pre-drilled holes for the flag rigging. The inserts were attached with Testors tube glue.



Note the tiny lengths of .015 x .015 inch strips to add strength to this long platform. Set all the vertical ladders with tiny drops of white glue first so they can be adjusted. Then add tiny drops of super glue between the ladder rungs.



The smoke stack has approximately 75 parts so you need to take your time assembling it. Parts management on this assembly is very important.



A 3/16 inch dowel was used to shape the tear drop railing. A 3/8 inch dowel was used to shape the larger railing. The photoetch platform was replaced with a section of plastic.



I attached the forward photoetch frame first using Testors tube glue to position in correctly.



After the Testors glue dried I ran beads of super glue on the inside of the frame to add strength to the attachment.



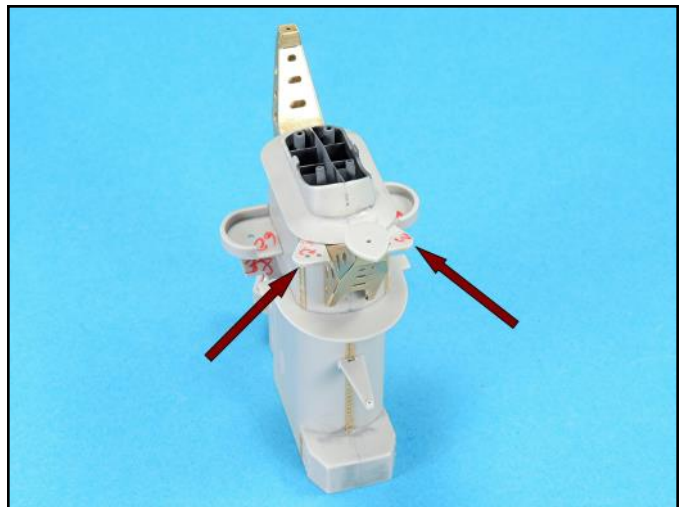
The aft photoetch frame was then attached using the same technique as the forward frame.



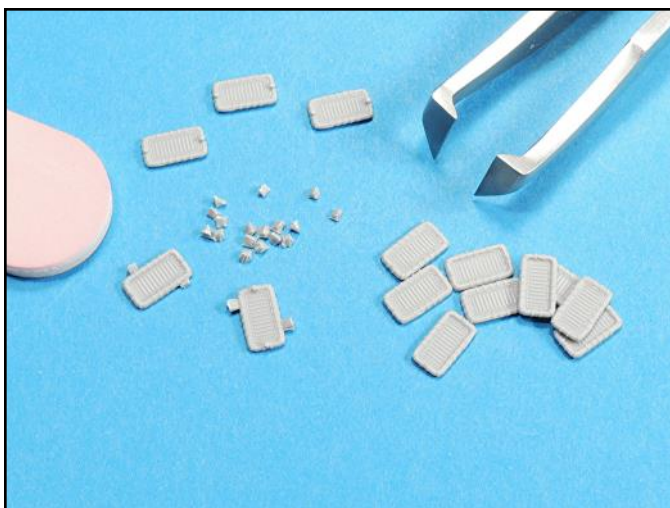
The aft yardarm was test fitted and checked to be sure that it would sit straight and level, but it was not glued into place.



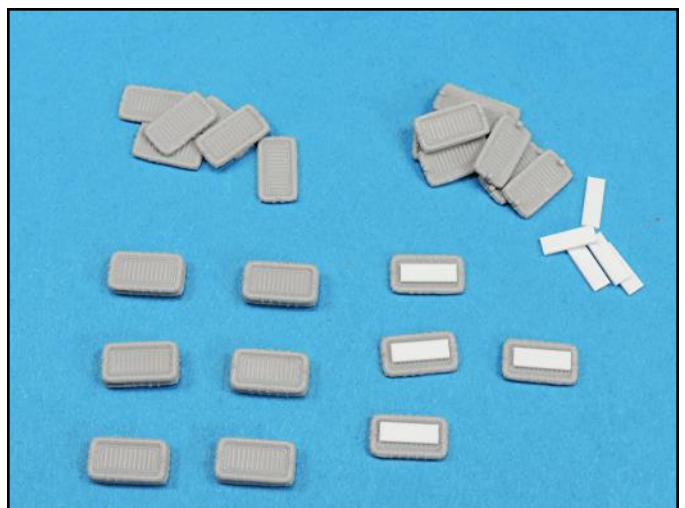
These long vent pipes have no guides for their location so here again tiny drops of Testors tube glue were used to attach these parts and position them. Then beads of super glue were run along the piping to strengthen the attachment.



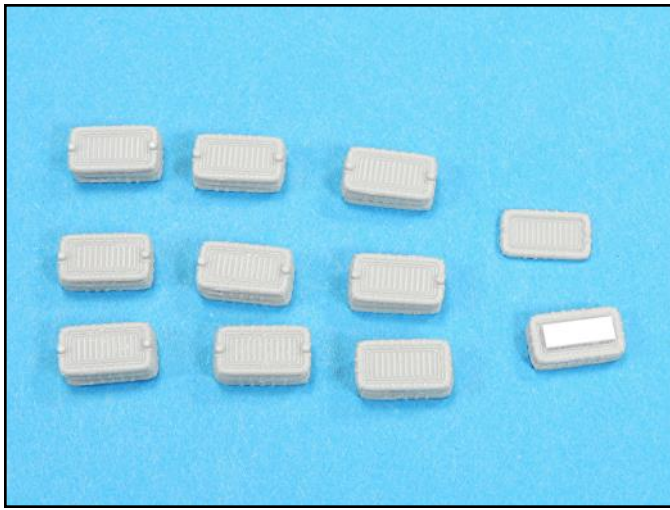
The small platforms for the horns were then attached. After the stack is painted I will add the railings, inclined ladders and then the remaining parts.



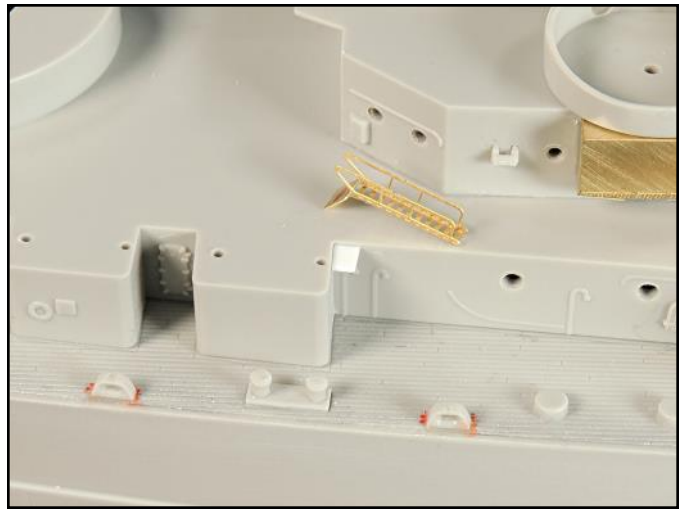
The tree attachments on the life rafts were snipped off and any remaining plastic was carefully scrapped off with the tip of a number 11 X-Acto blade.



The life rafts will not stack correctly unless a spacer is added between them. I used strips of .015 x .080 inch plastic for the spacers.



The lift rafts are stacked and the edges are even.



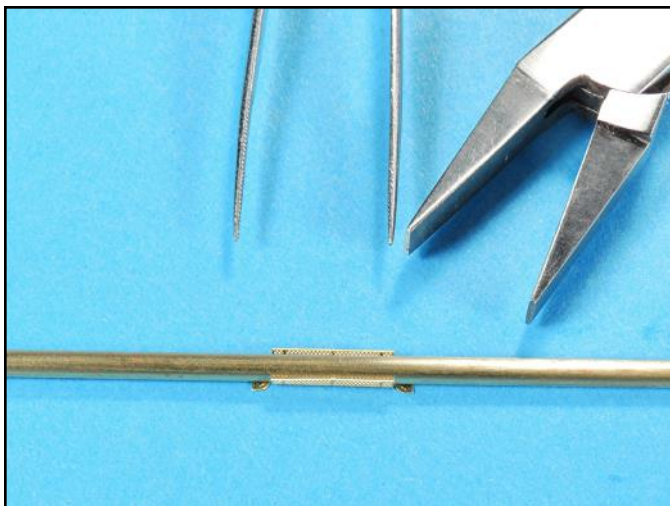
I set a tiny lip on the forward superstructure where the inclined ladders go to add strength to the ladders platform.



I added these photoetch details to the whale boats using Gold Medal Model parts from their 1/350 scale Arizona set. The photoetch parts are a perfect fit to the curved keels on these whale boats.



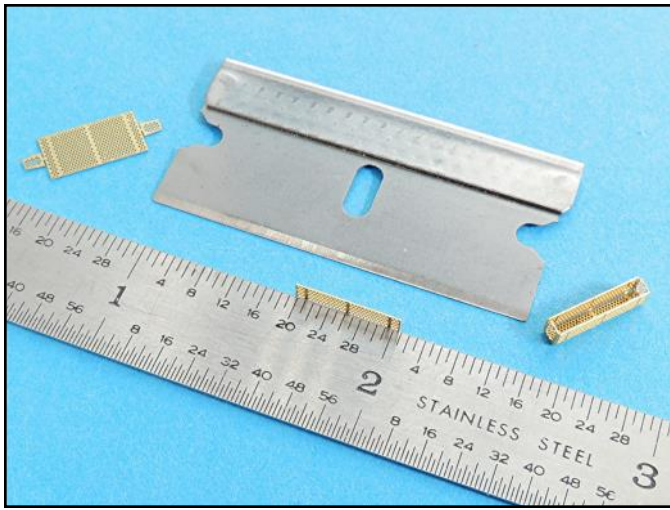
The stems on the anchors need more angle for them to sit on the hull correctly. I also used smaller black chain from my ship modeling supplies so the chain would wrap around the chain capstans correctly.



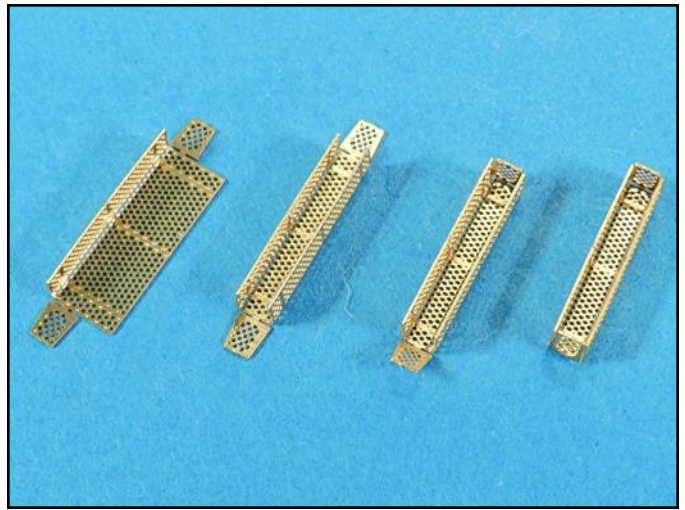
To set the curves on the floater baskets with the rounded ends, use a .095 inch diameter brass rod. The flat nosed pliers are used to pull the sides of the floater baskets up against the brass rod.



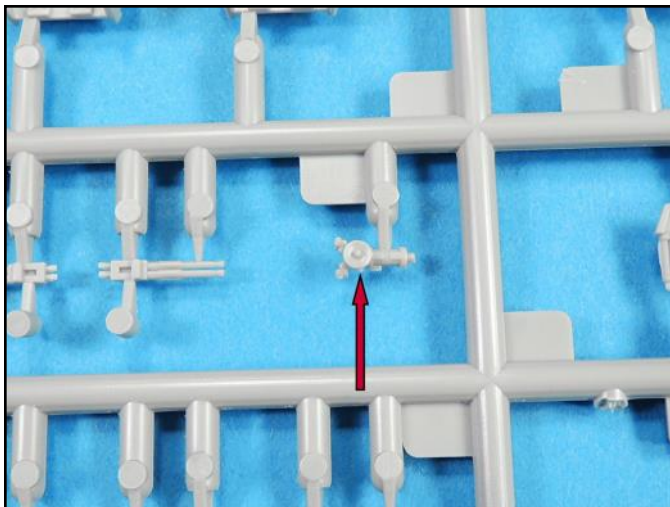
Here are the 4 stages for forming the round floater baskets.



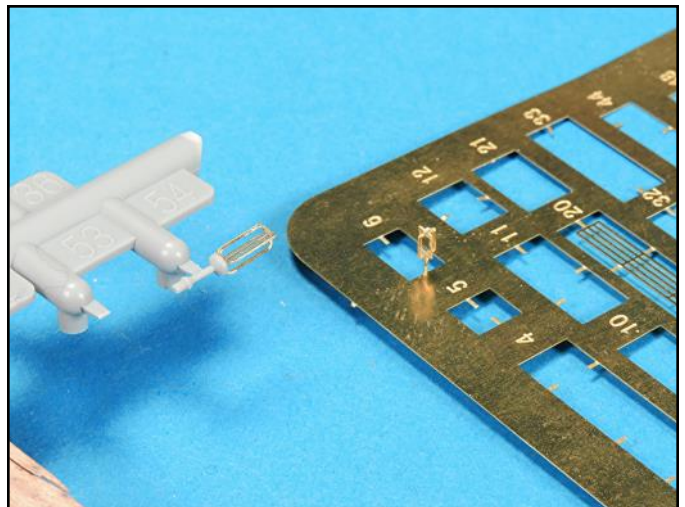
The rectangular shaped floater nets are just folded up.



Here are the 4 stages for folding the rectangular floater nets.



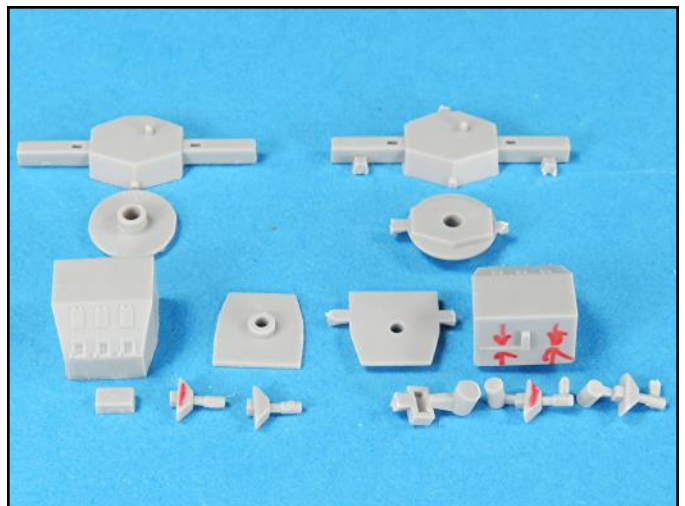
The small radars are in 2 pieces. The best way to assemble them is to cut off the round disk and then attach it to the stand. Then remove the assembly from the tree.



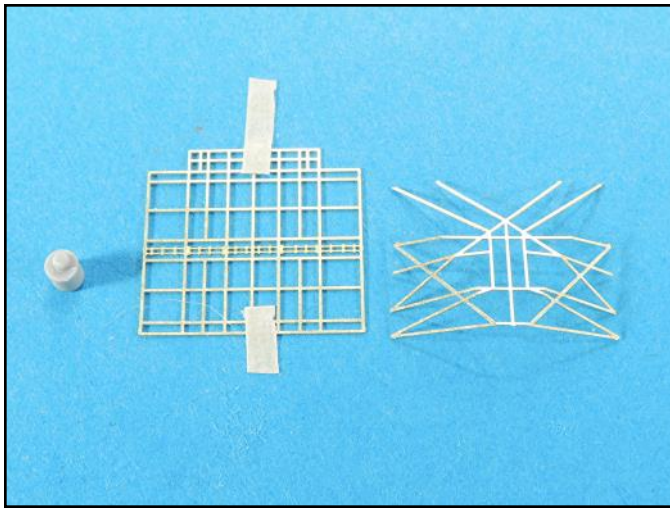
The larger direction finder is best assembled while the stand is attached to the tree. For the smaller photoetch one, bend the base up and attach the part to it, then snip it from the sheet. Use white glue to assemble these photoetch parts.



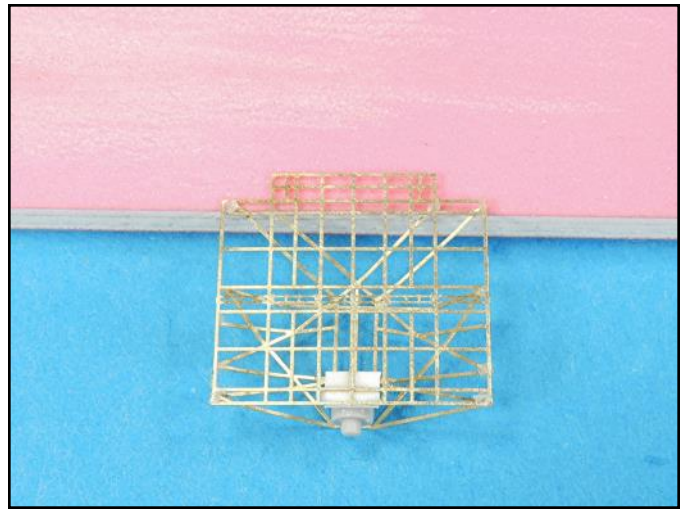
To set the upper superstructure small radar, I attached a small length of .015 x .015 inch strip to the surface. This will also strengthen the attachment.



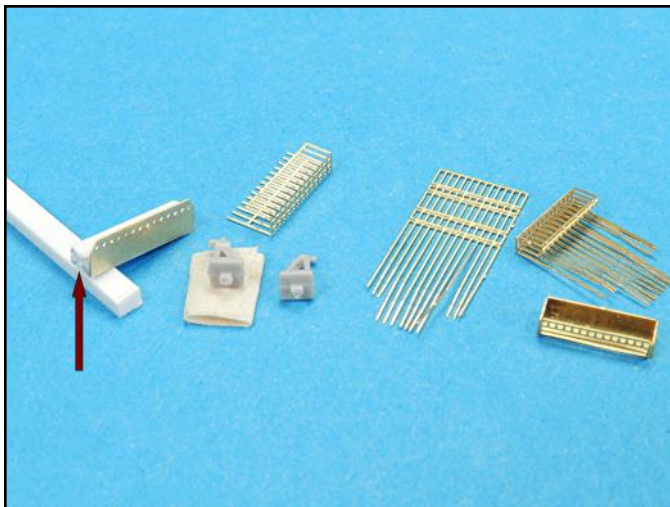
The MK-38 directors and Mk-37 radar assemblies have a lot of tree injection attachment points to remove and cleanup. There is also a mold line on the Mk-37 bases that has to be carefully scrapped off.



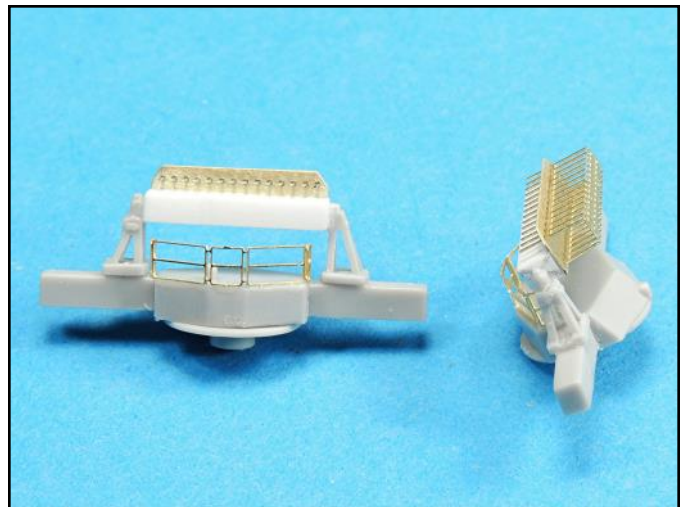
The best way to assemble the air search radar is to tape the flat matrix and attach the support frame to it with tiny drops of white glue. Then use tiny drops of super glue to strengthen the assembly.



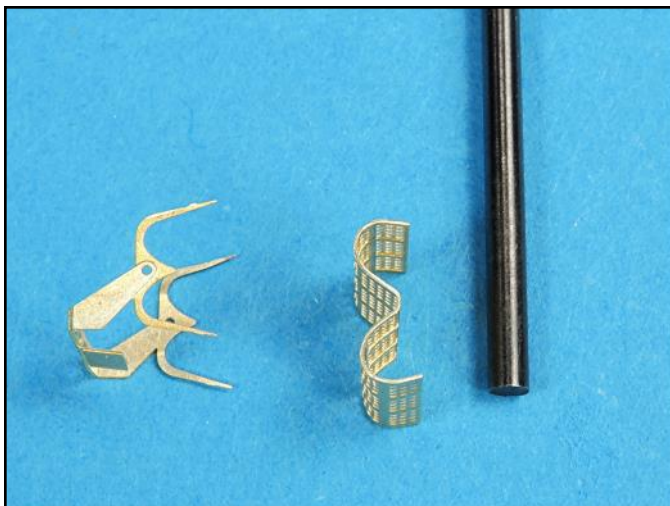
The kits pedestal base is not large enough to fit snugly between the support frame and the radar's front, so I added a tiny length of .03 x .08 inch plastic to get a tight fit.



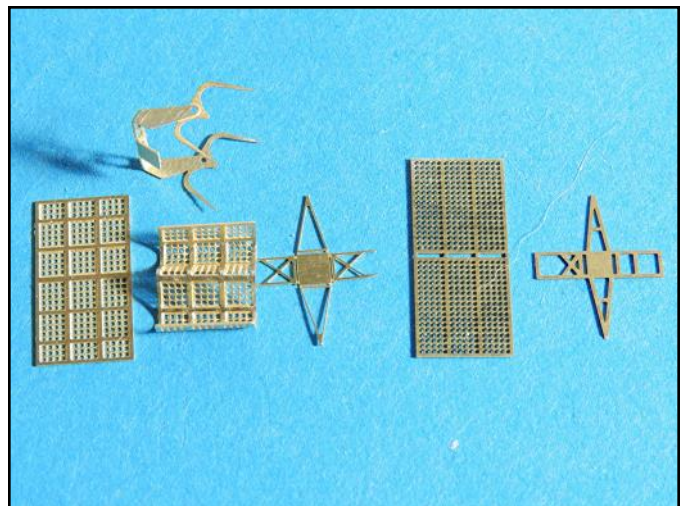
The kits Mk-8 radars (right) are fragile and unusable. I replaced them with Gold Medal Models ones (left). Holes were drilled into the ends of the assembly using a .031 inch (# 68) bitt for the tabs on the kit supplied brackets.



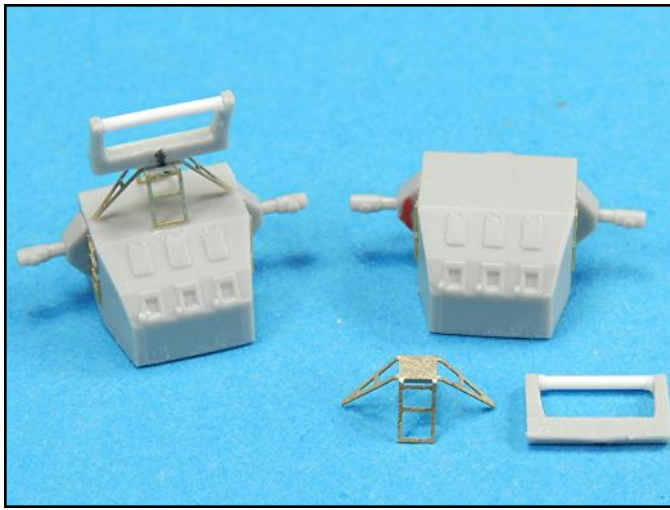
The rectangle is a length of .040 x .08 inch plastic. The kit supplied brackets are difficult to position due to their small size, so use tiny drops of Testors tube glue to position them.



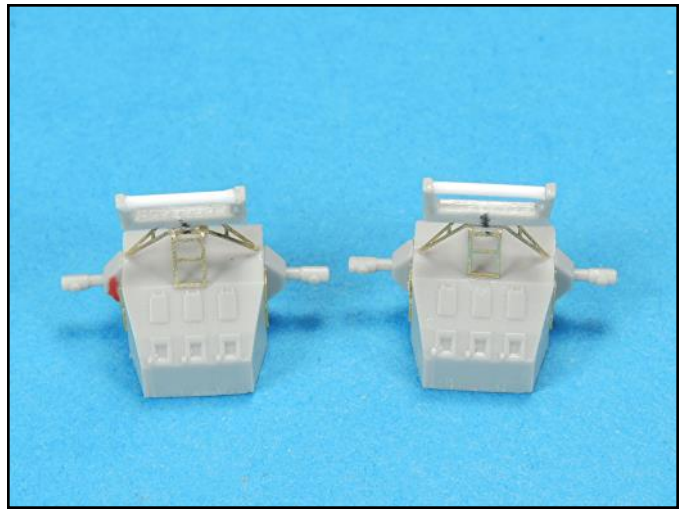
The kits Mk-37 screens are very difficult to bend and shape so that they will sit into the frames correctly. This is because there are no fold lines at the center of the screens.



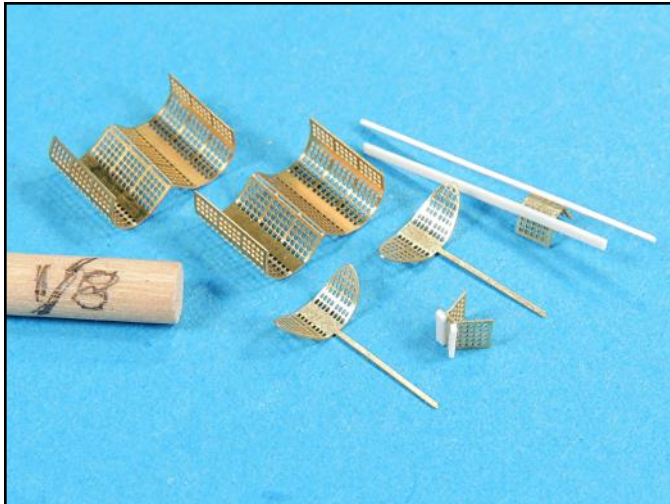
The kits Mk-37 radar photoetch parts on the left were replaced with Gold Medal Models Mk-37 screens and frames. Note the fold line on the GMM screen which is missing from the kits screen.



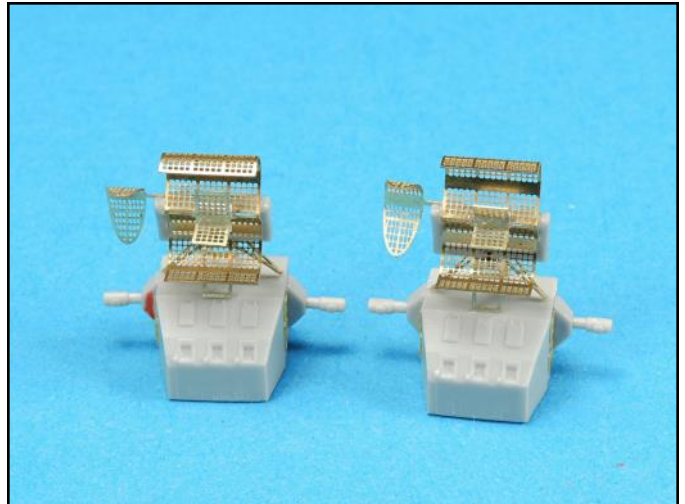
The radar brackets came from a Trumpeter Essex class carrier and the rod is .025 inch diameter. Note the pencil mark on the bracket on the left to help center it on the photoetch frame.



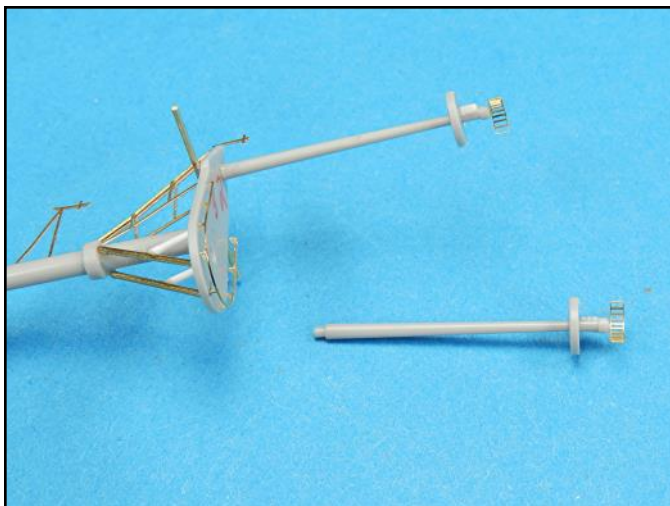
Both Mk-37 frames are assembled and now its time to shape the screens.



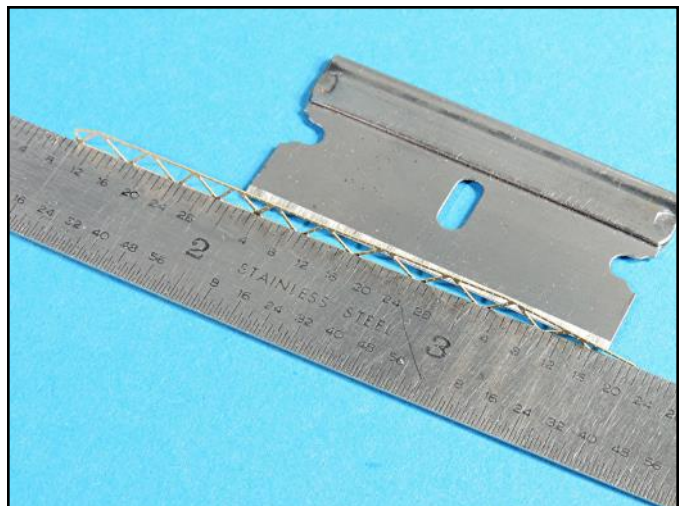
A 1/8 inch dowel was used to shape the main screens and the Mk-22 side radar screens. The small Mk-12 radars had .010 x .020 inch strips attached to help position them in place on the Mk-37 screen folds.



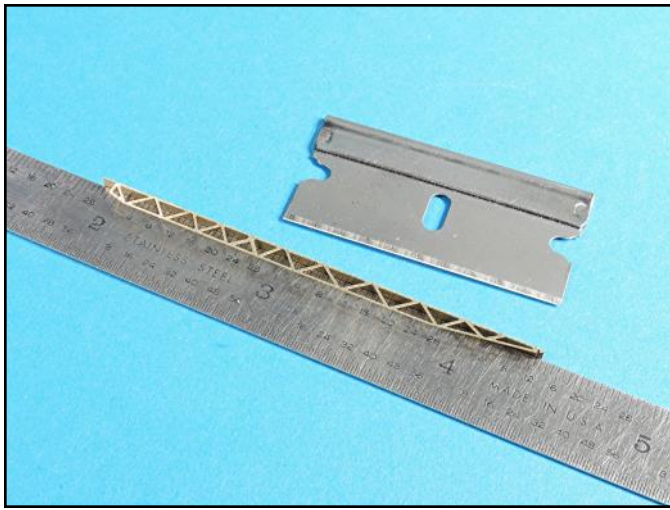
The Mk-37 radars are now assembled. The Mk-22 screen on the left just needs to be adjusted up a bit and these assemblies will be ready for painting.



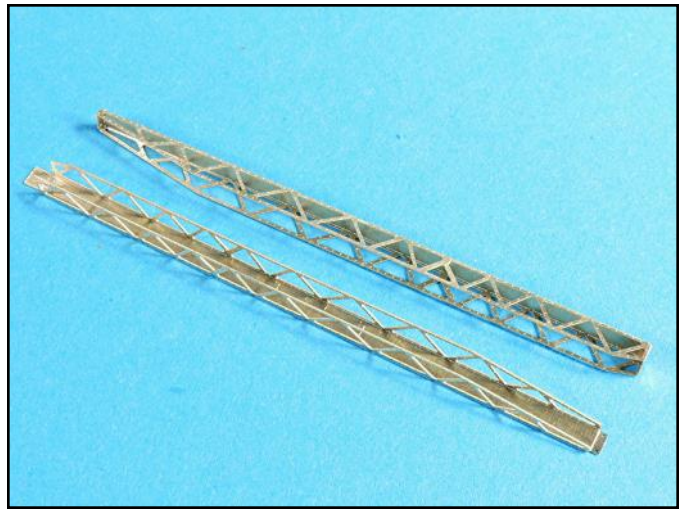
The small surface search radars were formed with a 1/8 inch rod. The forward tower was glued into place and the aft tower will be attached after the smoke stack is painted.



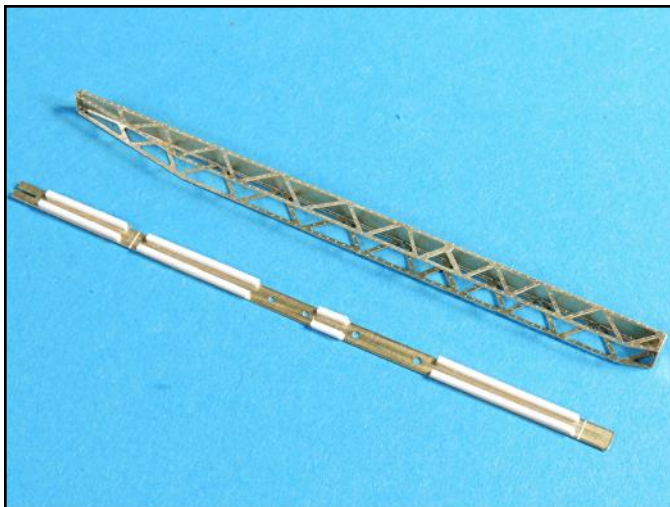
The catapult frames were formed by bending one side first.



The second side was then bent up. I use my trusty 6 inch metal sewing ruler and single edge razor blades for bending and shaping large photoetch parts.



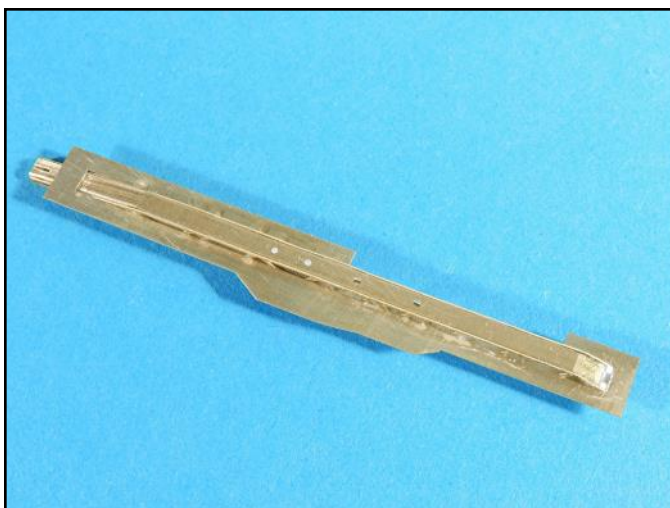
The catapult frames are now ready for attaching the bases.



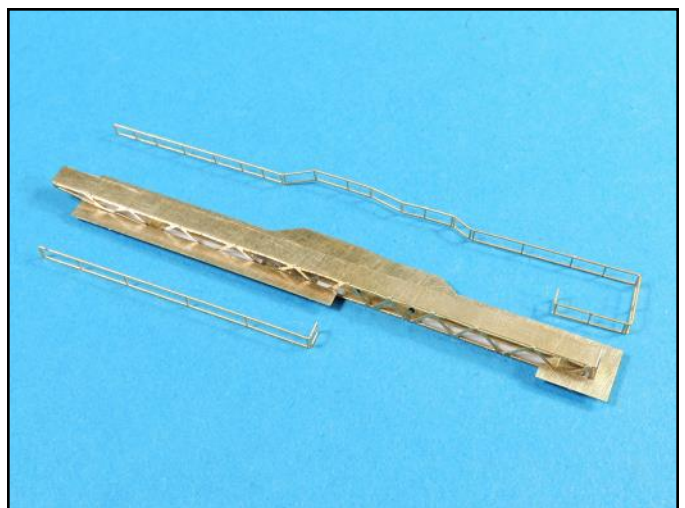
To add strength to the gluing points on the catapult frames I added .02 x .02 inch strips.



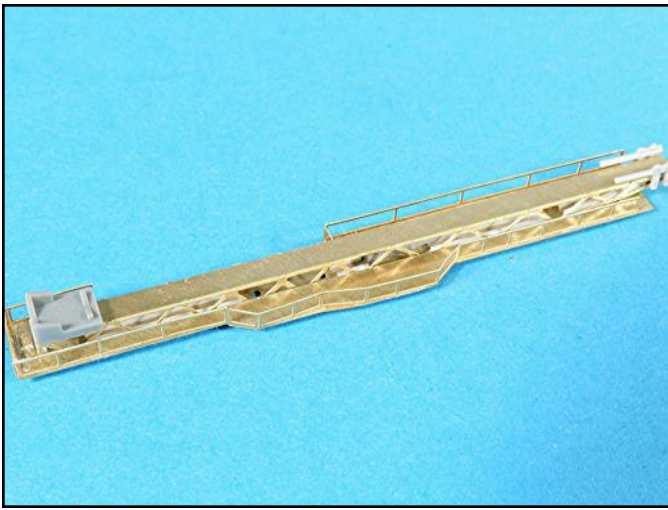
Be sure the added strips do not interfere with the placement of the interior gas cylinder.



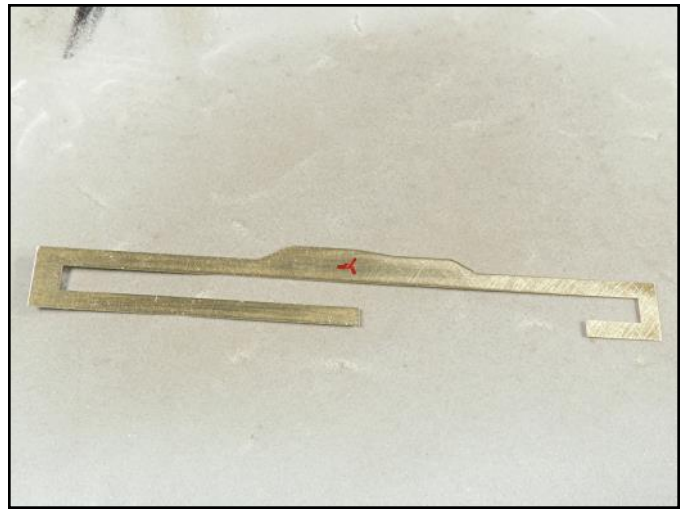
On the first catapult assembly, I glued the platform in place first prior to added the railings. The platform needed to be tweaked a bit to get it to slide onto the frame.



I shaped the railings and found that they needed to be cut apart to get them to fit. They are not an exact fit onto the platform.



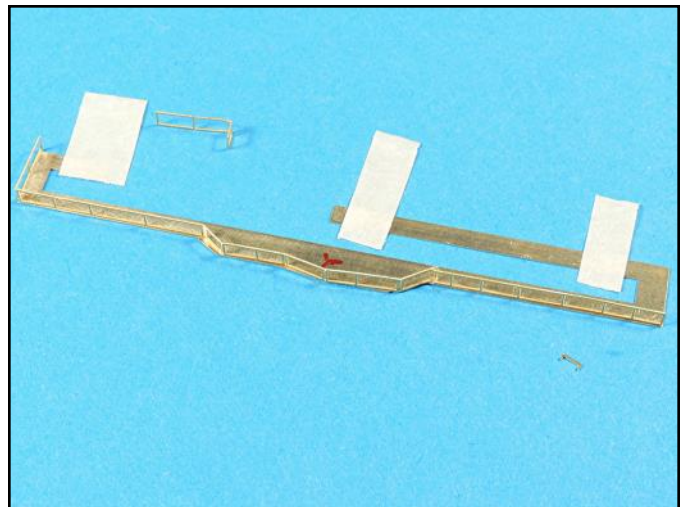
The first assembly is complete. The photoetch aircraft cradle was replaced with one from a Tamiya 1/350 scale Missouri.



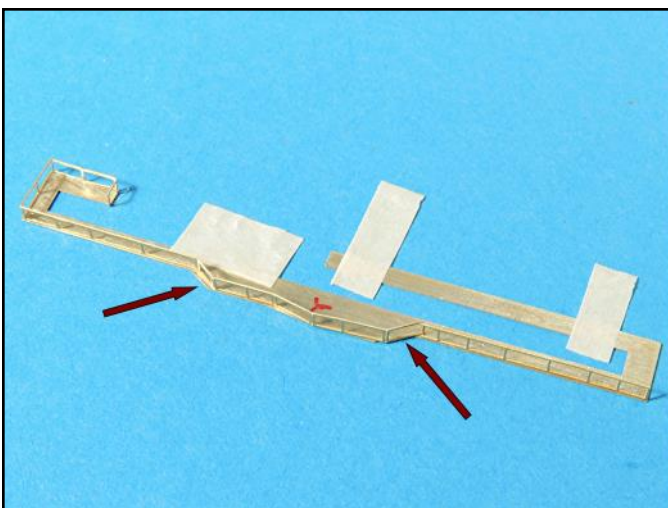
On the second catapault assembly after sanding the surface, I marked which side would get the railings.



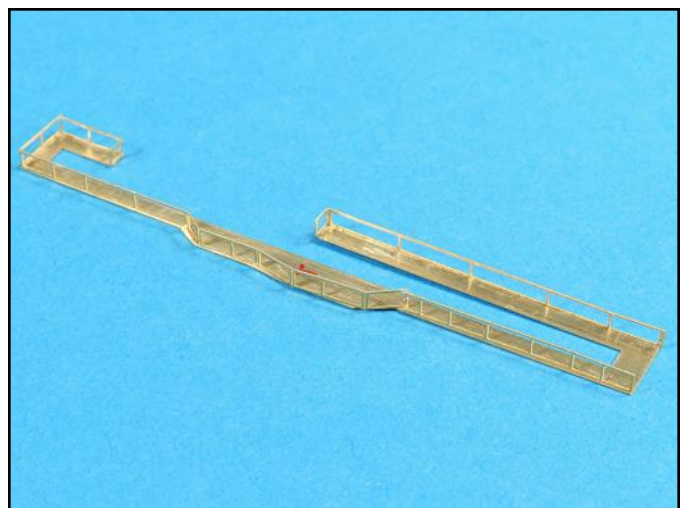
I test fitted the platform first and found that this one fit perfectly. This could be the result of a slightly narrower catapault frame due to where I bent the framing.



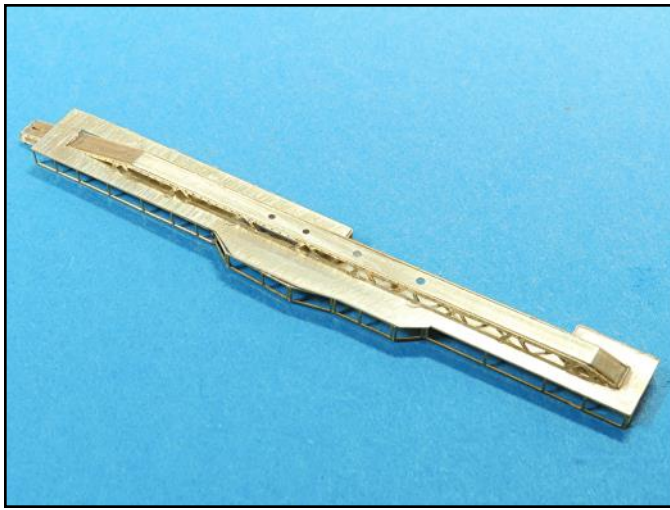
Taping the platform down helped with the positioning of the railings.



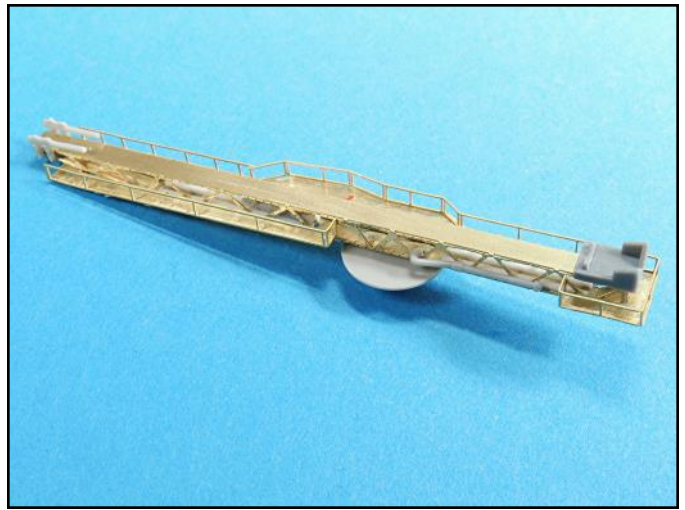
Here again the railings needed to be cut apart to get them to fit better.



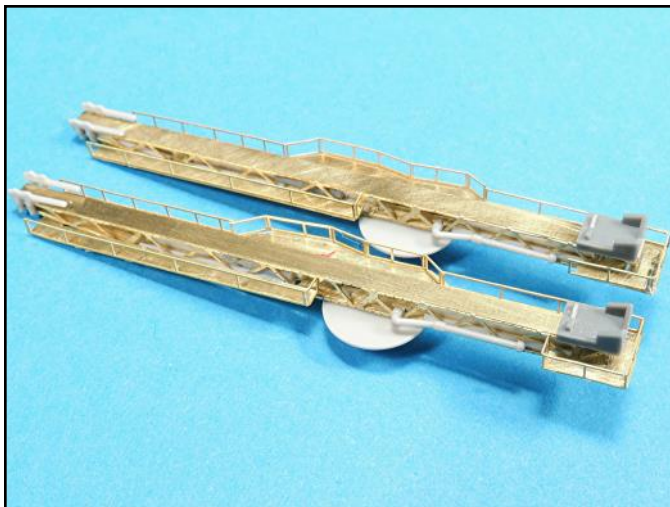
The completed platform is now ready to be attached to the catapault framing.



Adding the railing first was the better way to assemble the platform before attaching it to the frame. The railings helped set the platform straight and level with the catapult.



The second platform is now assembled. Do not forget to add the exterior piping to the frame on the correct side.



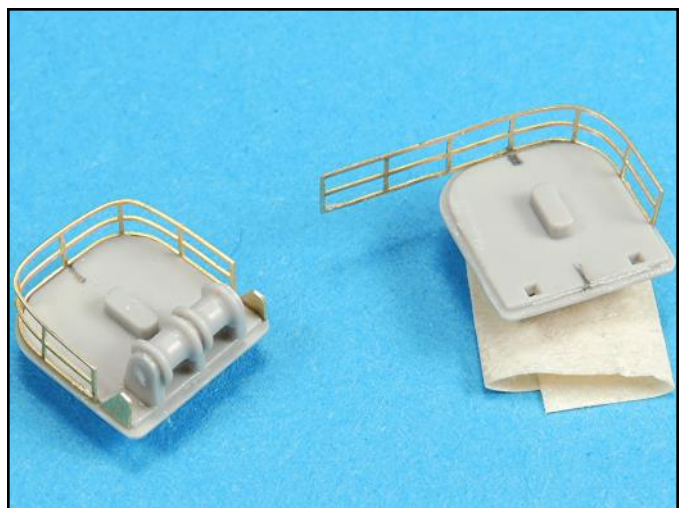
The catapult assemblies are now complete and ready for painting.



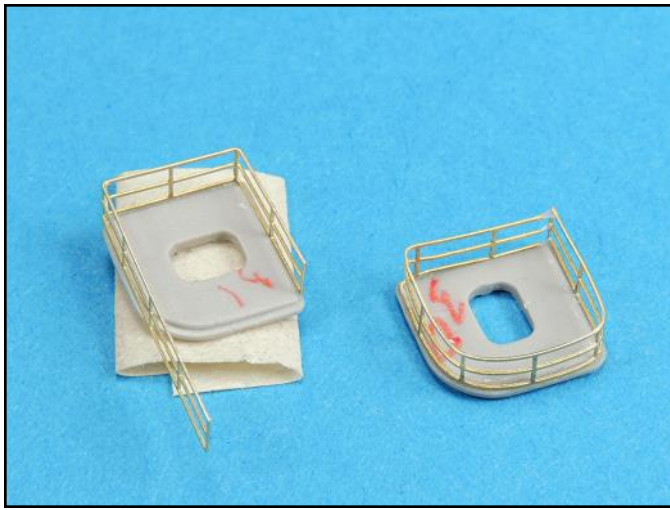
The kits Seahawk aircraft have several parts and will need some seam work if you choose to use them. I replaced them with aircraft from a Tamiya Missouri, but aftermarket resin replacements would also work well.



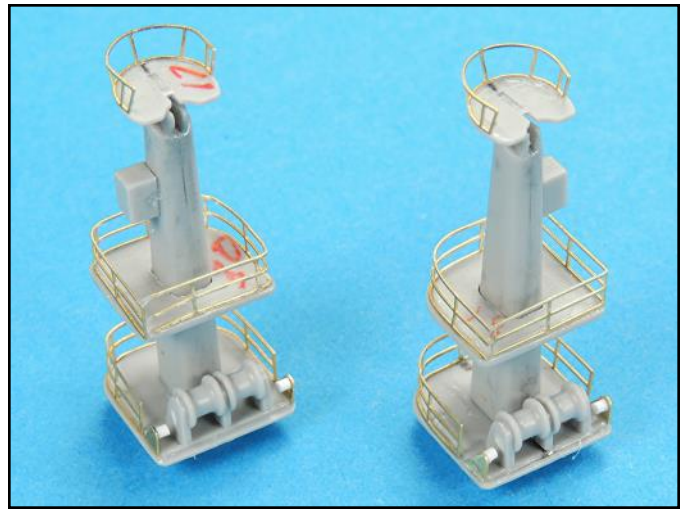
To get the aircraft crane towers to fit better, remove the locating pins. Position the halves with thin strips of masking tape and then run beads of super glue along the seam line.



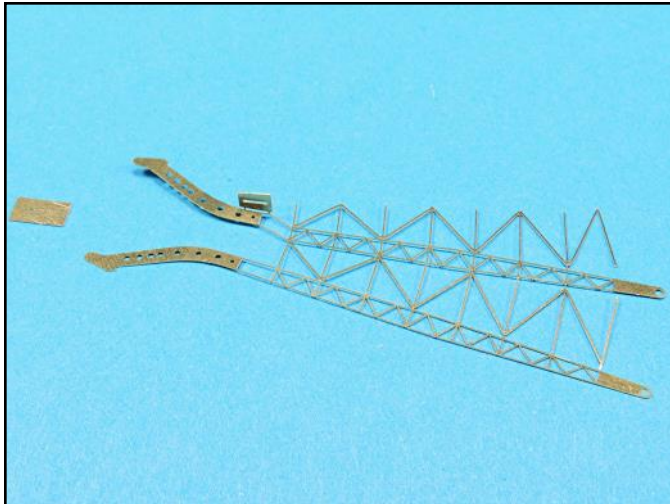
The photoetch railings on the crane bases can be bent around the base. Mark the bases center and glue the straight section first. Then curve the railing around one side, glue it and then curve and glue the other side.



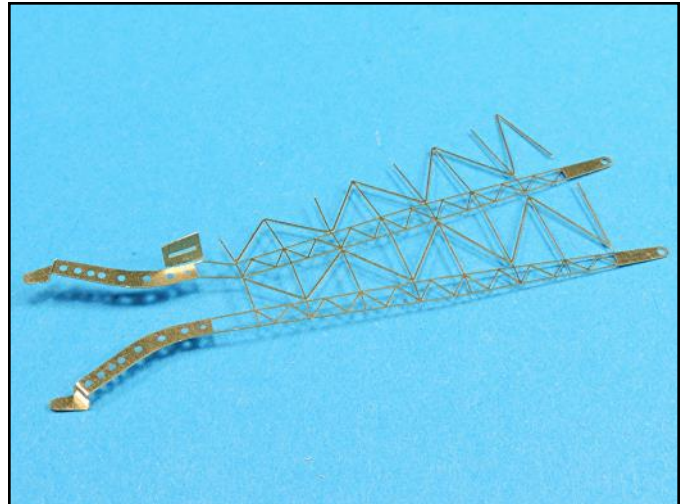
The right platform railing was formed around the platform and did not work well. On the left one I bent the 90 degree locations first, glued the railing in place and then worked it around the curve. That worked better.



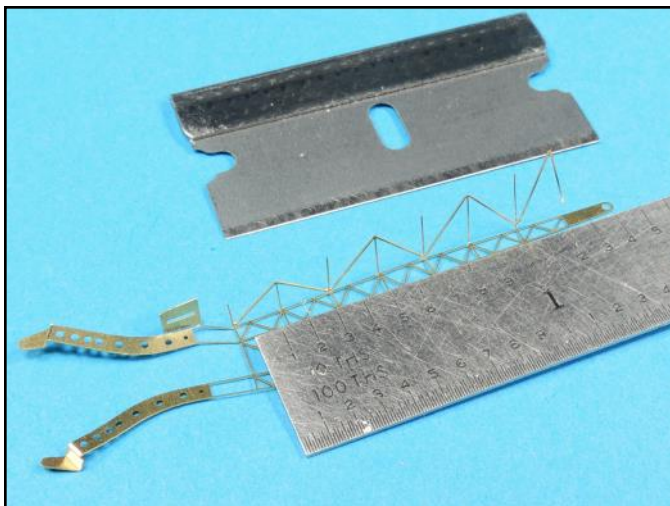
The crane towers have been assembled. The mid level platforms are a very tight fit so scrape some plastic off the inside areas so they will slide down the towers. The top railing was shaped with a 3/16 inch wood dowel.



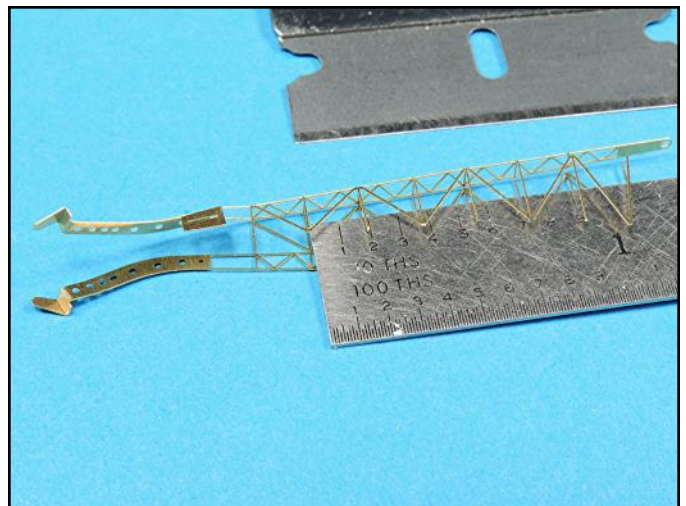
The end plate on the cranes should be removed and formed separately. Bend the pulley plate up first.



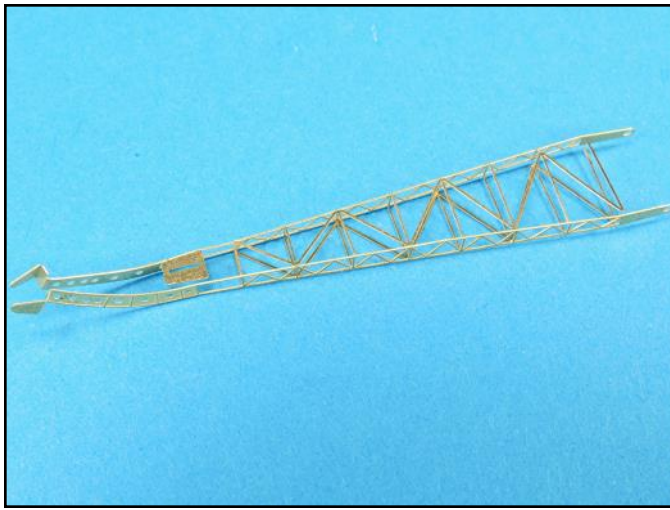
Next bend the end plate frames into shape. The end plate will slip over these once the frame is folded.



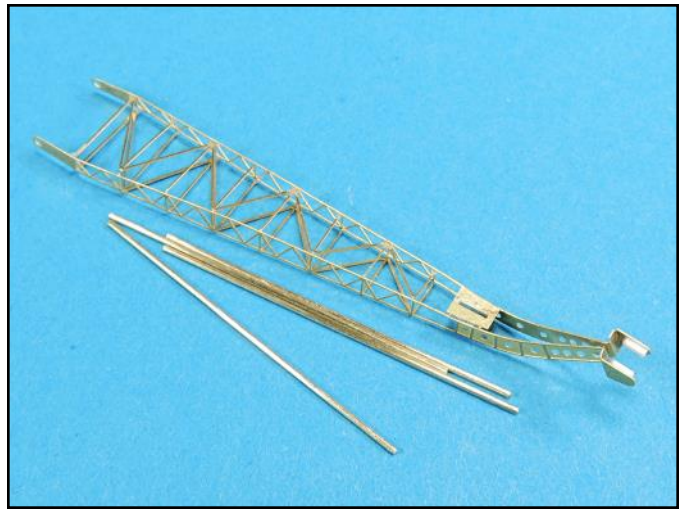
Carefully bend the free frame end up first. This entire assembly is very fragile so be careful and go slow.



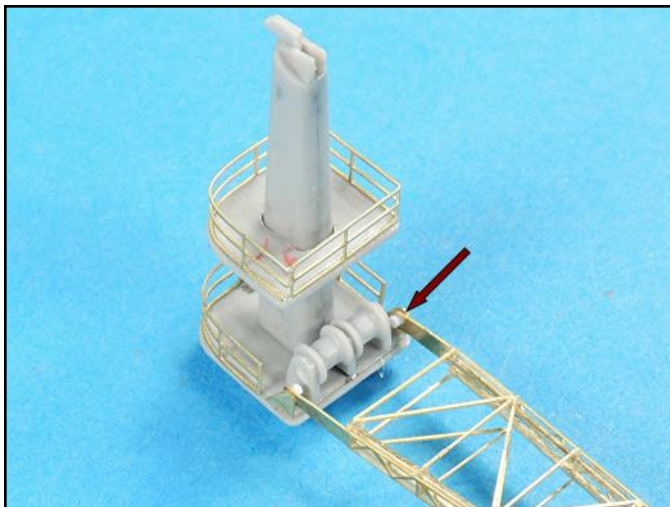
Next close up the frame by folding your way around it.



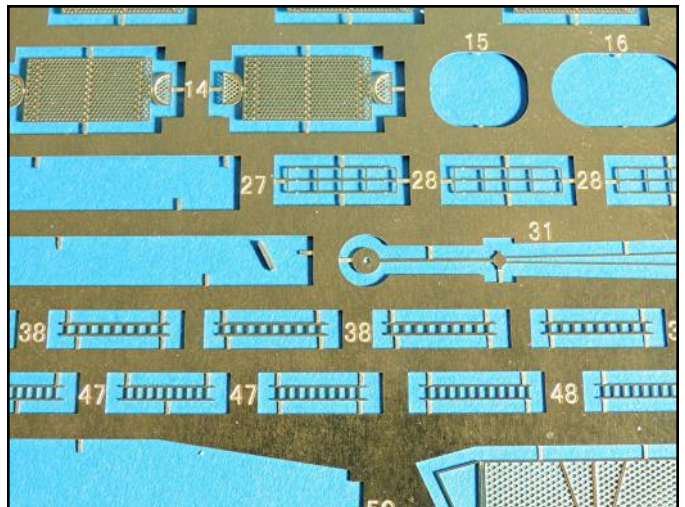
The frame is now bent into shape and tiny drops of super glue were added to the attachment points. This is not a well designed photoetch part and there are no after market replacements, so be very careful with them.



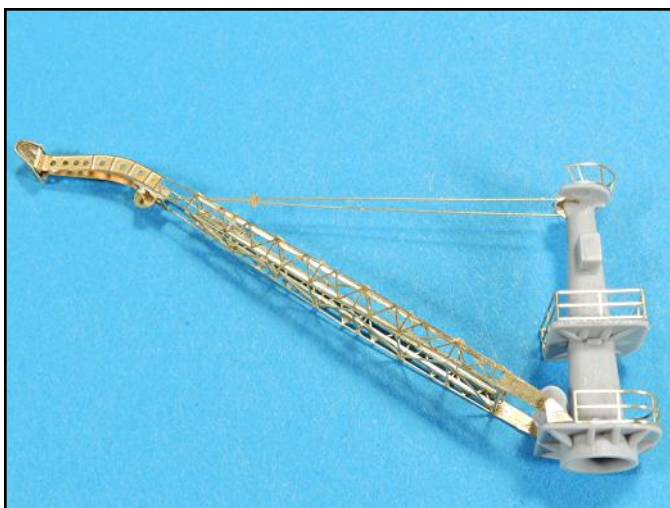
To add strength to the frame I super glued lengths of .019 inch brass rods that are approximately 1 & 5/16 inches long to the inside corners of the frames. I also added tiny lengths of plastic to the inside areas of the end plates for gluing.



The crane frame bases had holes for guide pins, but the kit does not supply them, I made them with .025 inch Plastruct rod and the frames snapped into place.



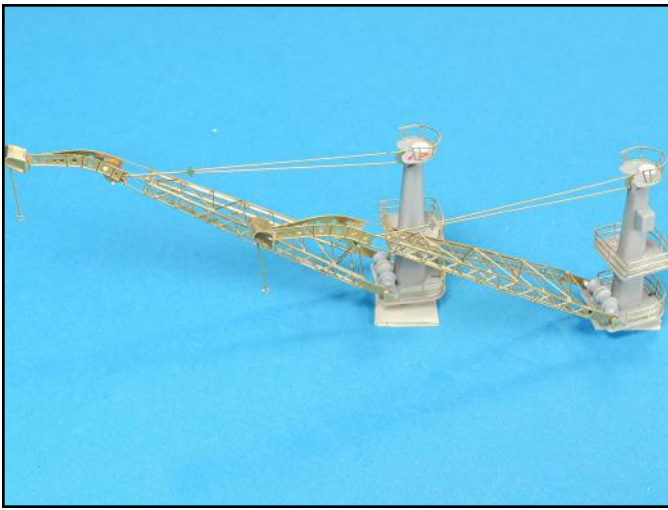
I drilled a .019 inch hole through the pulley end that attaches to the crane and I cut a tiny length of .019 inch brass rod, which I used as a pin to secure the pulley assembly in place on the crane frame.



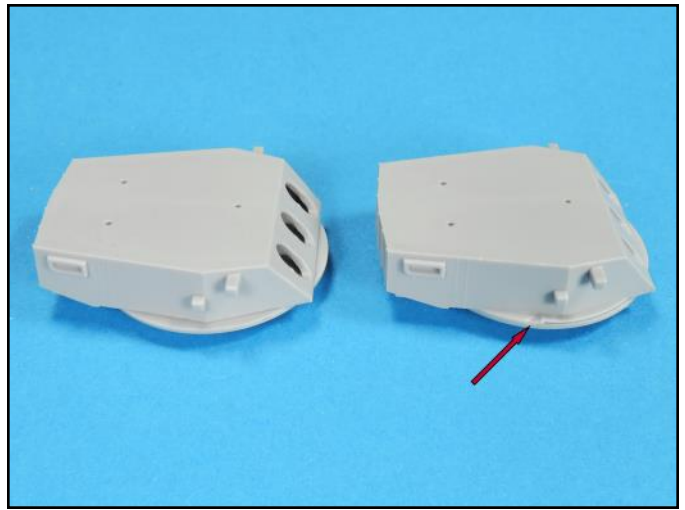
The end plates were curved with a .046 inch drill bit. The upper flat area of the plate is shorter than the lower flat plate area. The plates were white glued into place so they could be positioned, then drops of super glue were added.



The top platforms had ugly seams that were impossible to fix so I hid them with .010 inch thick disks punched with my trusty Waldron Punch Tool.



The aircraft cranes are now complete. Adding the brass rods to the inside areas helped strengthen the crane frames and prevented them from bending while handling them.



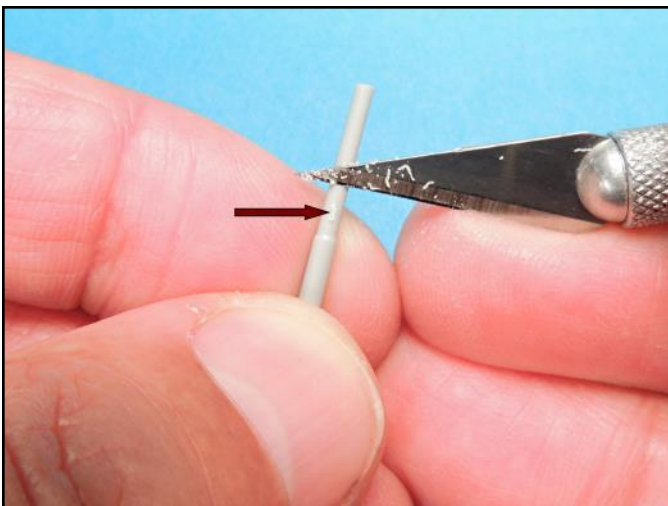
The 14 inch gun turrets have damaged bases that will need to be cut off.



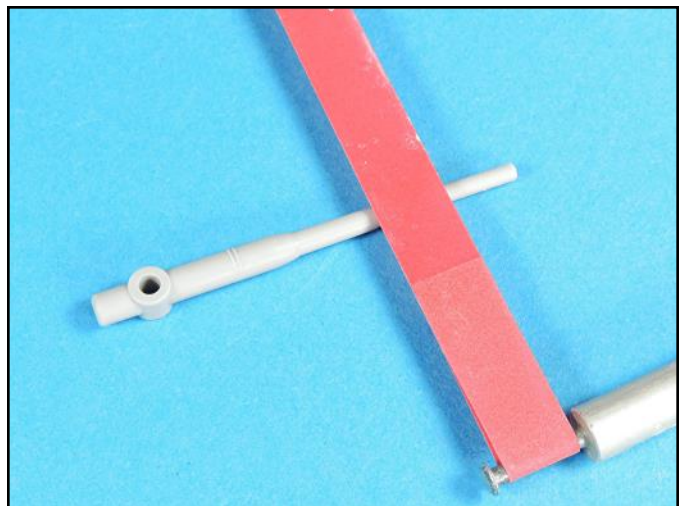
I used the tip of a number 11 X-Acto blade to carefully scribe the edges of the plastic. Several passes cut the plastic deep enough so it could be snapped off. The edges of the turrets were then sanded smooth.



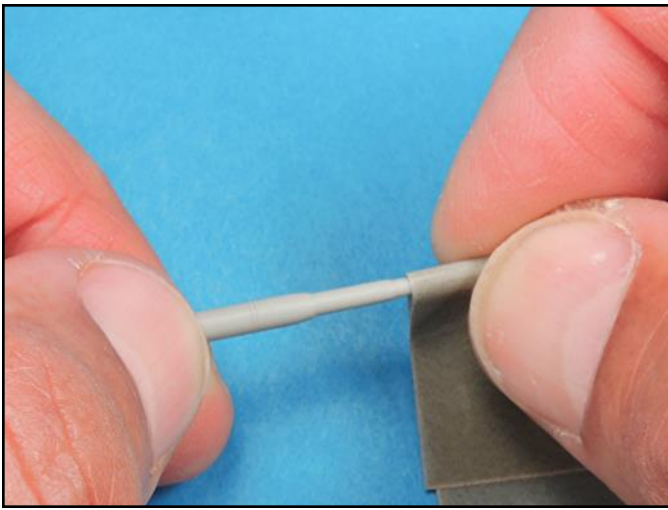
The tree stubs that are attached to the upper lengths of the 12 inch barrels should be removed first leaving some excess on them. Then snip off the remaining stubs



Carefully and lightly scrape off any remaining stubs and then scrape off the seam lines around each barrel.



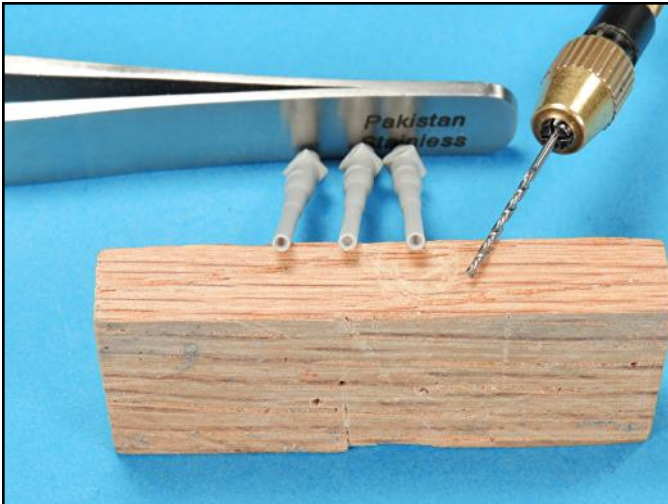
One way to restore the shape of each barrel is to use a Flex-I-File. Be sure to wet sand the barrels.



Another method for restoring the barrels shape is to wrap wet sandpaper around each barrel length and rotate the barrel around the inside of the sandpaper while slowly pulling the barrel away from the sandpaper.



Each barrel length should be polished with a 0000 steel wool pad.



The barrel tips were slightly indented, but I deepened them with a .036 inch drill bit.



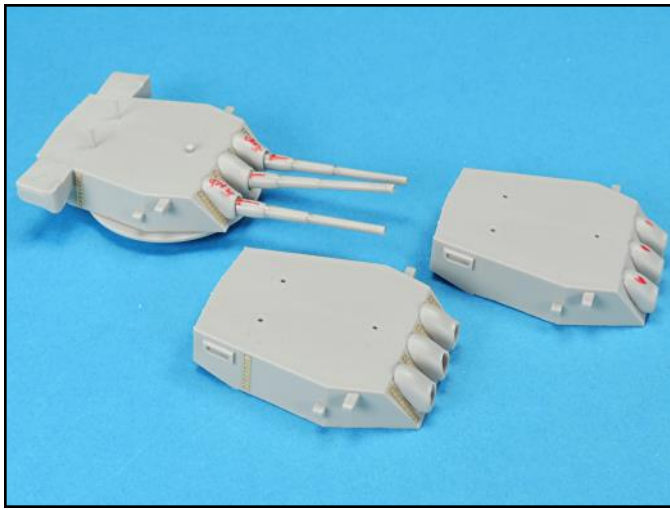
The barrels were checked with Testors silver paint and then cleaned with a 0000 steel wool pad.



I cut the ends off the barrels so they could be positioned onto the frames with the top turret taped to the base and I used Testors tube glue to attach them. I also raised them higher, so the upper openings on the blast bags had to be made bigger.



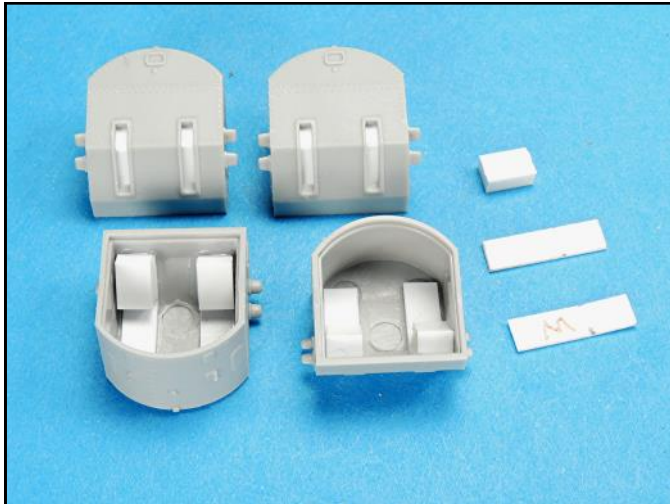
The main guns are being test fitted. I also marked each base assembly with its corresponding turret as the barrels and blast bags were specific for each turret.



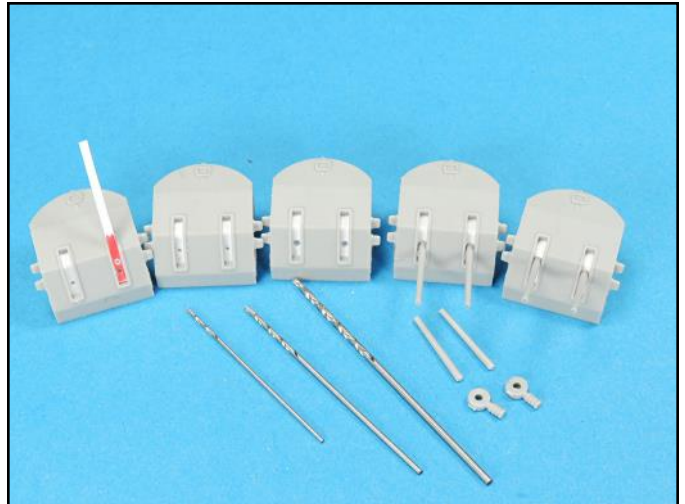
The blast bags were glued into place first. The vertical ladders were added and then the turret's optical boxes were attached. The tops of the optical boxes needed some seam work. The vent piping and disk were added last.



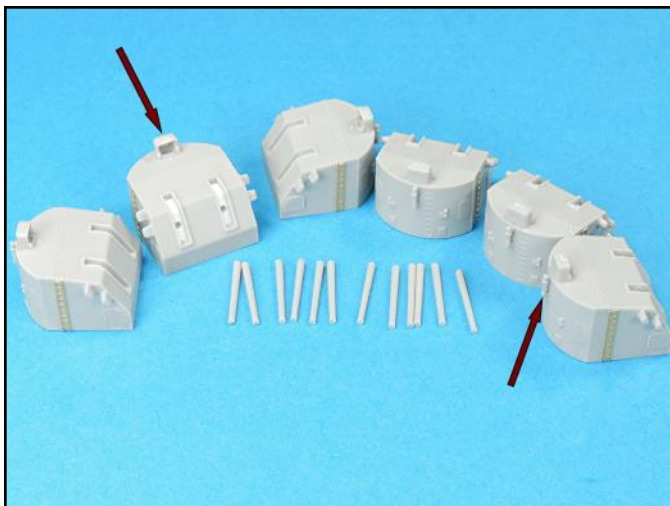
The openings in the ends of the blast bags will be filled with white glue once painted so that the bags wrap around each barrel. The life rafts and floater net baskets will be added after painting.



The 5 inch /38 turrets need to be modified so that their appearance is more accurate. I used lengths of .020 x .125 inch strips to cover the backsides of the barrel openings. Then I added .080 x .125 blocks for the barrels.



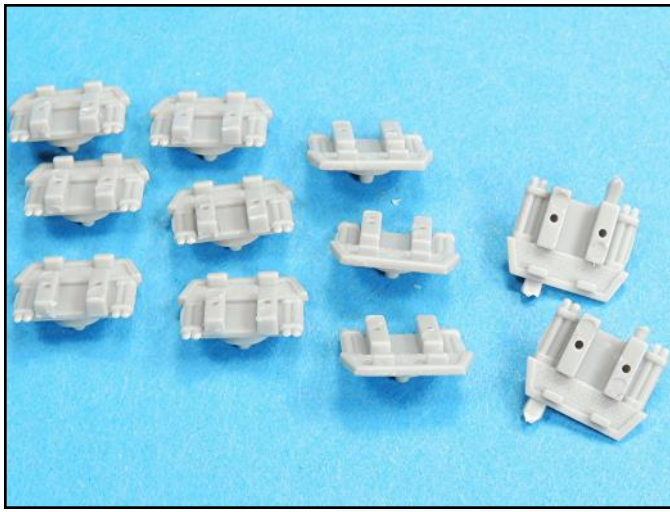
The barrel ends were cut off and I made a gauge for setting each barrel at the same location on the turrets. The gauge had a .037 inch hole drilled into it for marking and each hole was also drilled using the same drill bitt size.



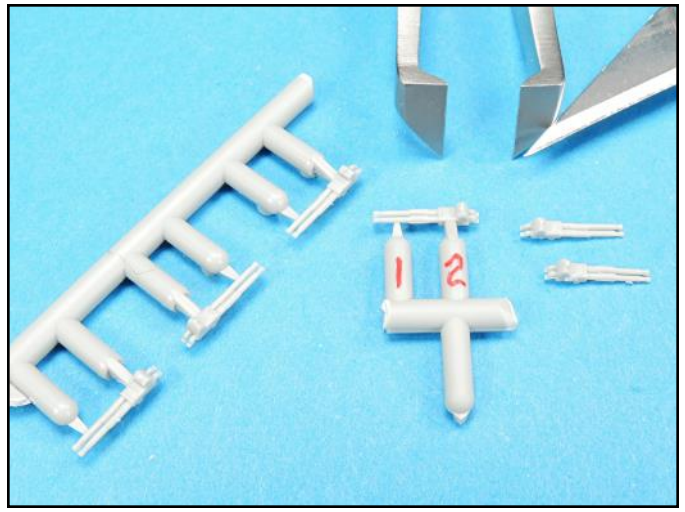
The vertical ladders were added and then the top and aft parts were added with Testors tube glue. The barrels will be attached with white glue after painting and the faces where the barrels sit will be painted Testors brass.



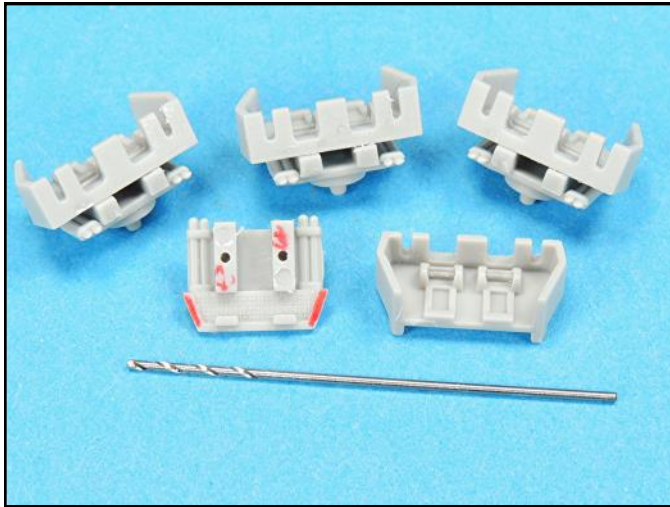
The tree attachments for the upper 40mm bases need to be cut and then the excess snipped off. Scrape and wet sand the stub attachment points.



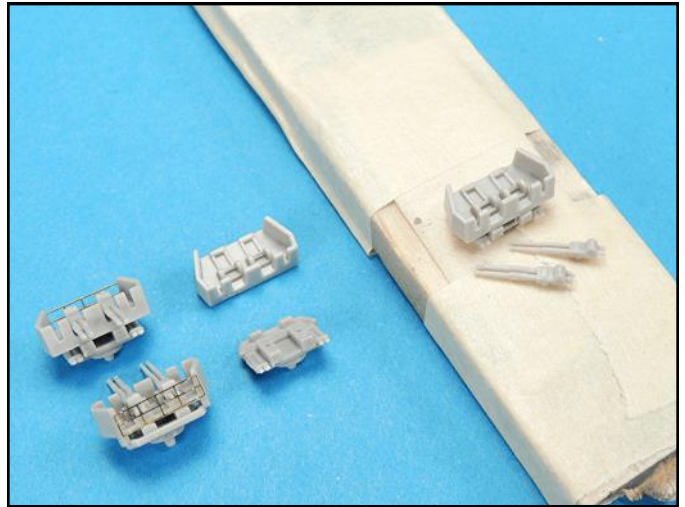
The tree stubs on the lower 40mm platforms are easier to remove and clean up.



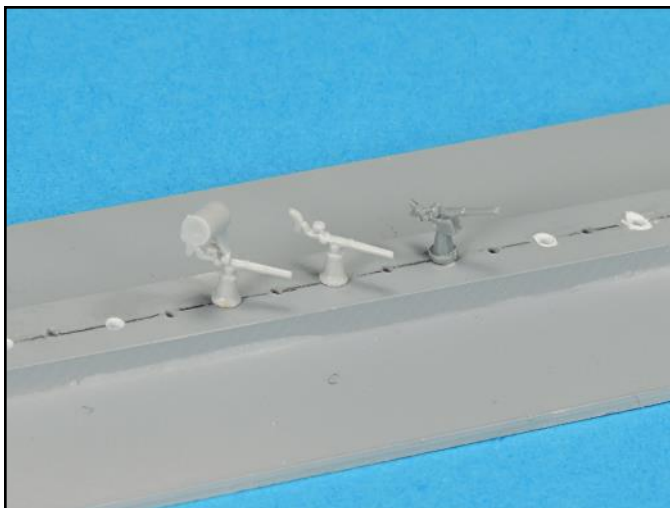
The tree attachment points on the 40mm barrels need to be snipped first. Position the snippers as close to the barrel as possible and cut it. Then cut the stub attached to the base.



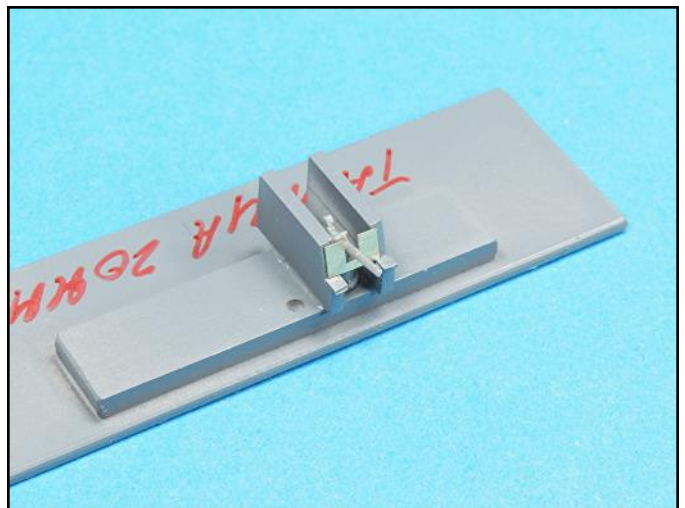
The positioning holes in the 40mm bases need to be slightly enlarged.



I assembled the upper and lower 40mm bases, then attached each assembly to masking tape to hold it steady while I glued the barrels. Be sure each set of barrels are straight and at the same elevation. Lastly I added the photoetch railings.



The kit's 20mm guns (left two) are not as good as the Tamiya Missouri 20mm guns. The kit parts also do not have a mounting location for the photoetch splinter shields.



I use a jig which I made for the Tamiya 20mm guns for the placement of the photoetch shields. This allows all the shields to be positioned at the same angle and it ensures that they will be straight.



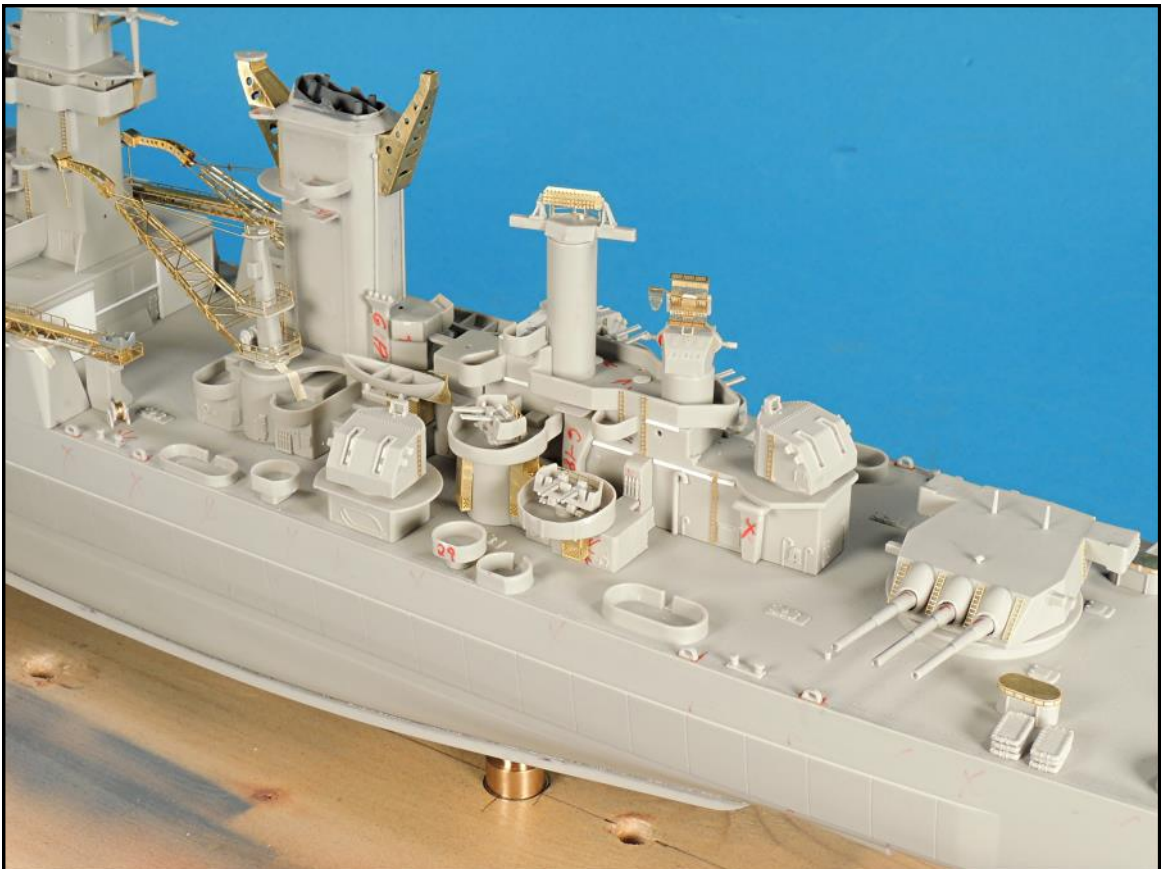
All the main sub-assemblies were test fitted prior to painting.



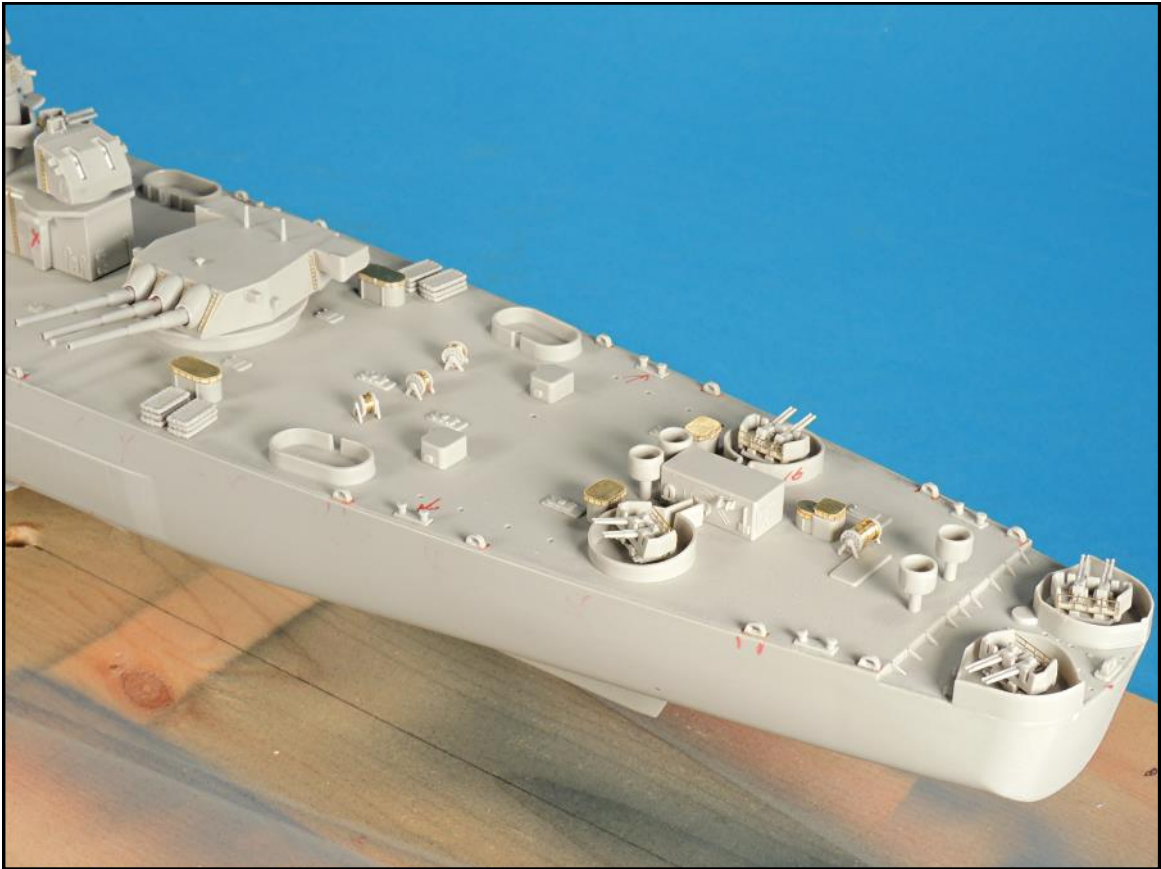
The forward superstructure looks good. Note the positioning of the 12 inch barrels.



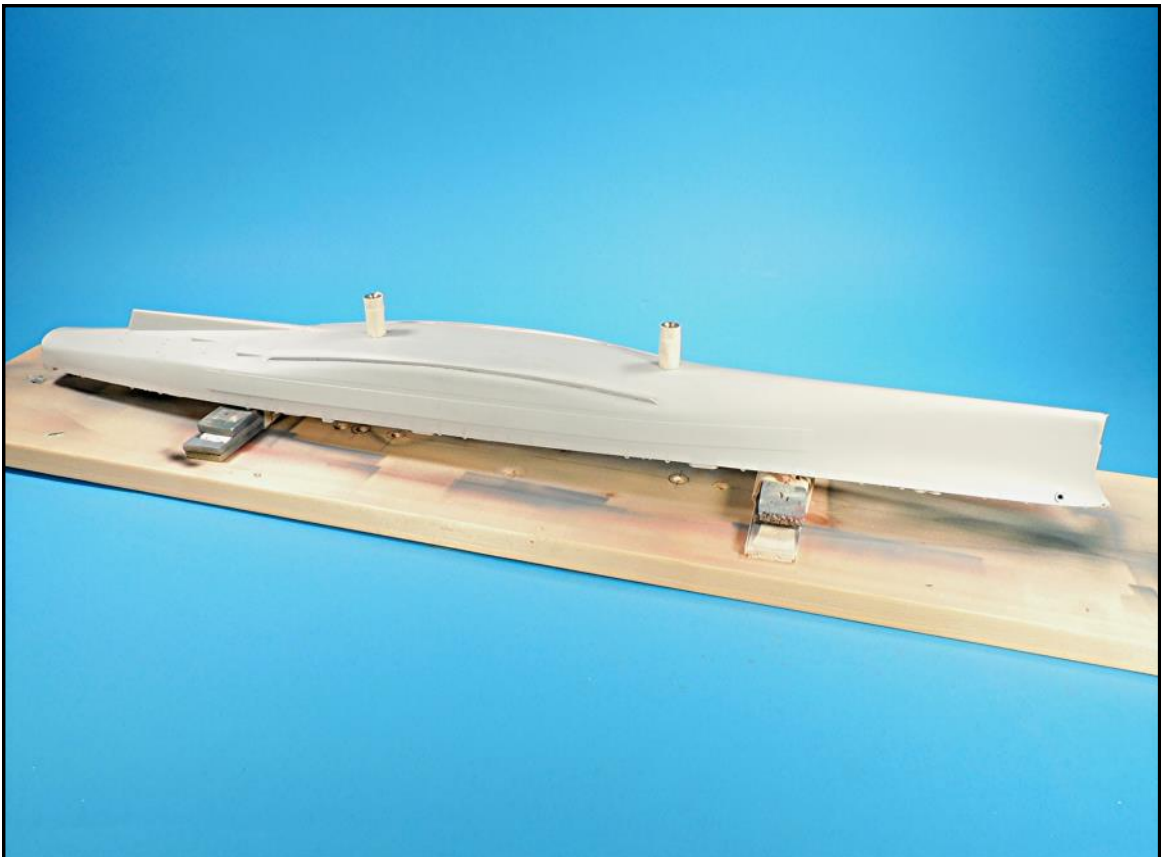
The catapults and cranes are off balance so they will need to be attached with Testors tube glue.



The aft superstructure assembly looks good and everything fits.



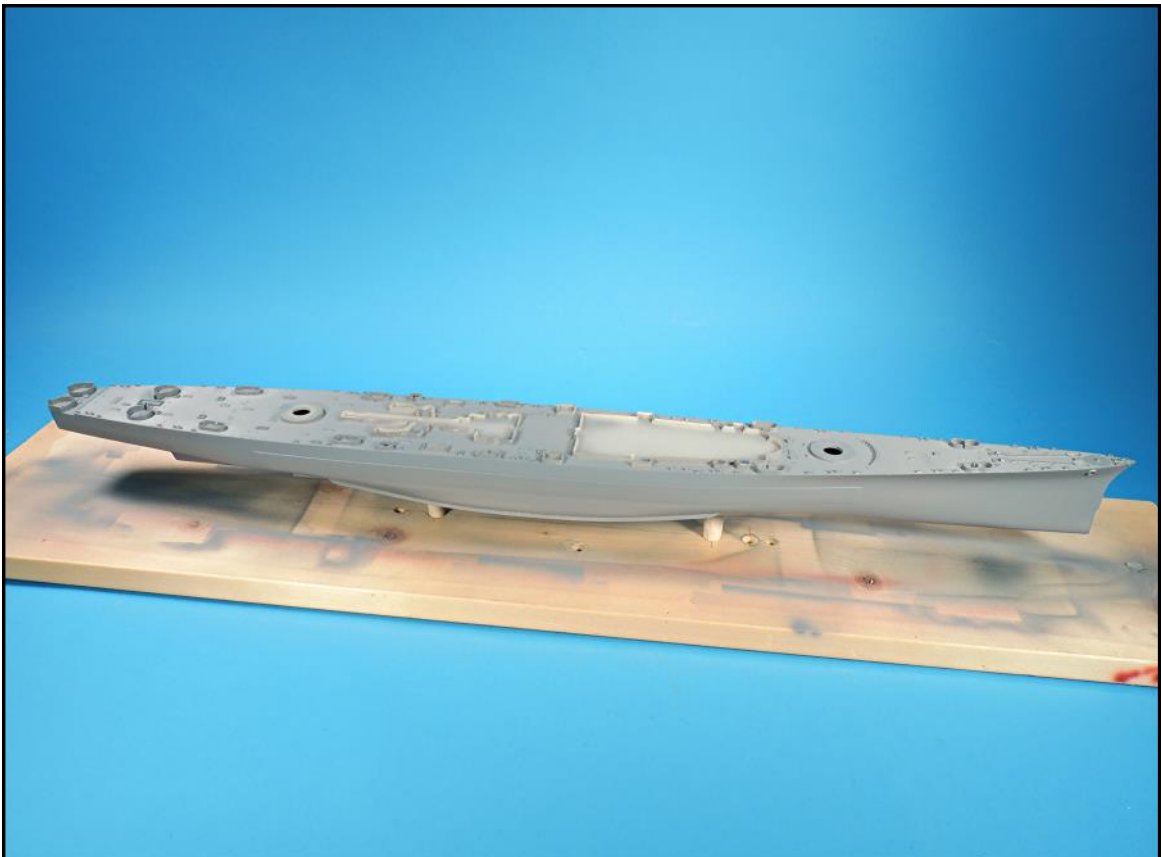
The parts on the stern area also fit well.



The hull-deck assembly was taped to stacks of balsa wood which were then taped to the wood construction base for painting



The hull was primed and then strips of masking tape were applied along the raised forward and aft superstructure positioning areas so that I would not have to scrape the paint off for gluing.



The deck was then primed and now its time to start airbrushing the finished colors.



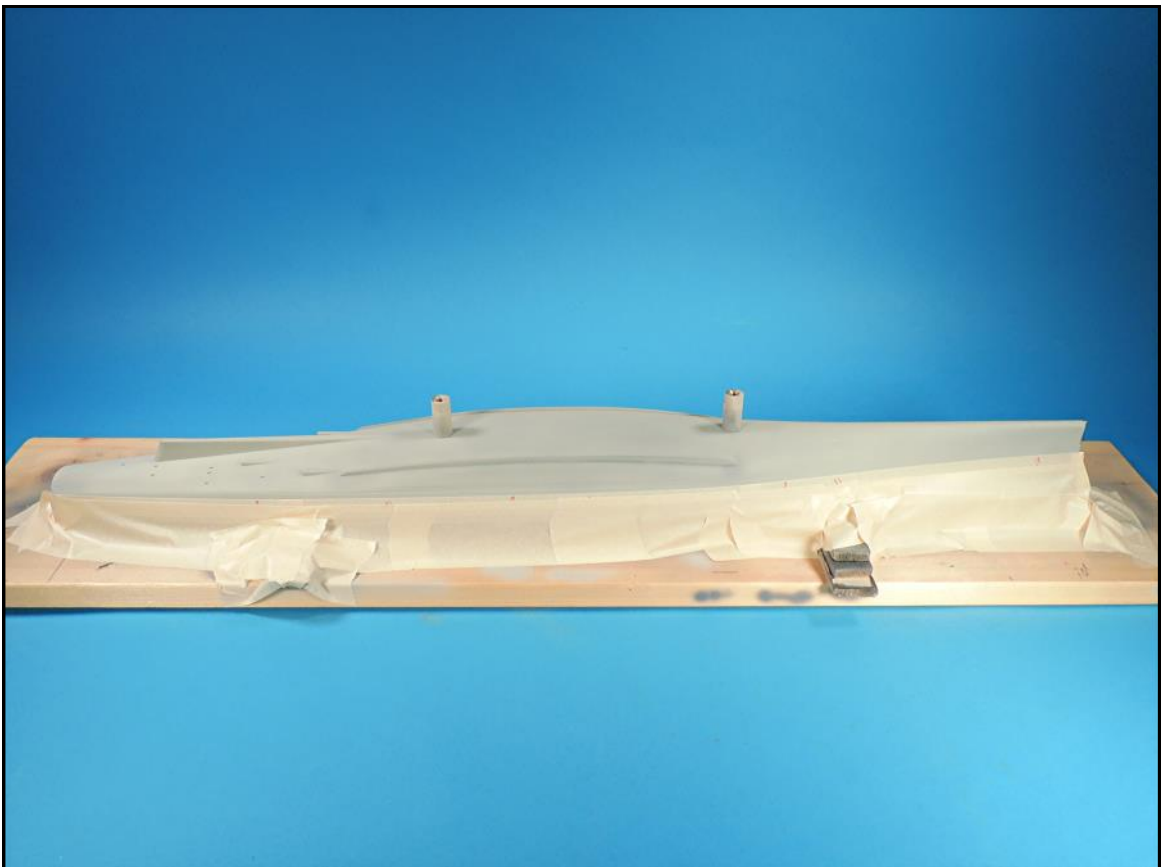
The hull, splinter shields and raised details were airbrushed flat gull gray.



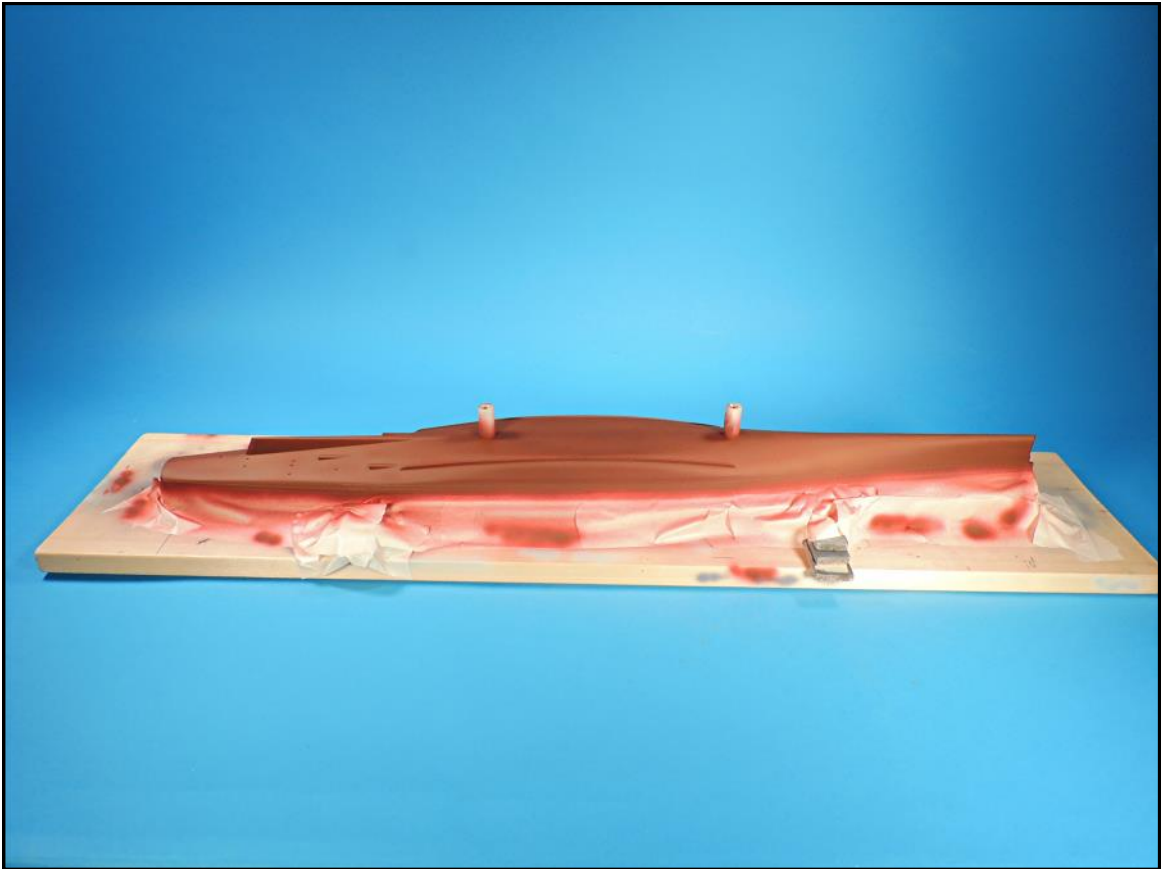
The hull has no line for the lower hull colors. I set the masking tape 1/8 of an inch above the bottom of the armor protection belt and I had to reposition the tape several times to get it straight.



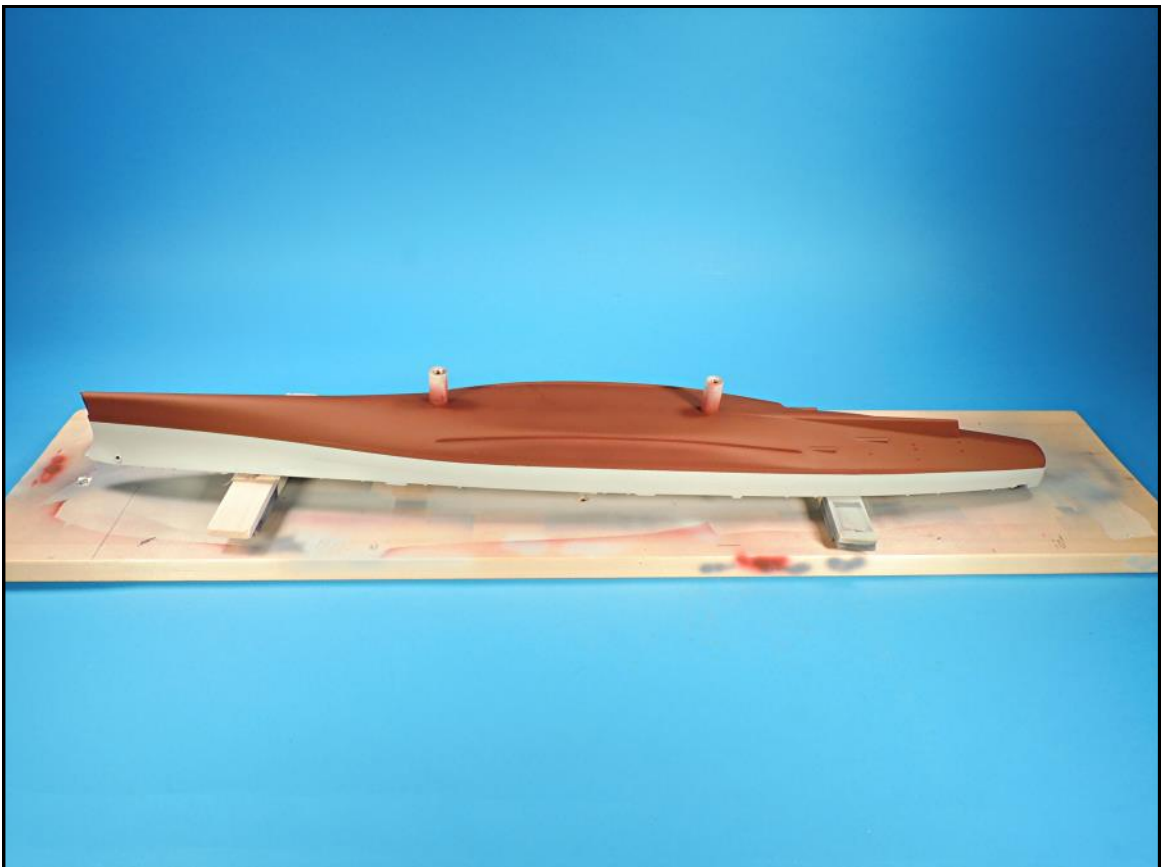
The masking tape was carefully extended beyond the armor belt to the bow and then the stern. Here again it took several attempts before I finally achieved a straight line.



The hull assembly was repositioned and lengths of masking were added to protect the flat gull gray color on the upper hull area and the deck.



The red hull color was achieved by mixing a few drops of flat black with the flat red color so that the resulting color was blood red.



The lower hull red color is straight and there is a sharp demarcation line between the colors. Having a straight line for the hull red color will make it easy to mask for the black boot color.



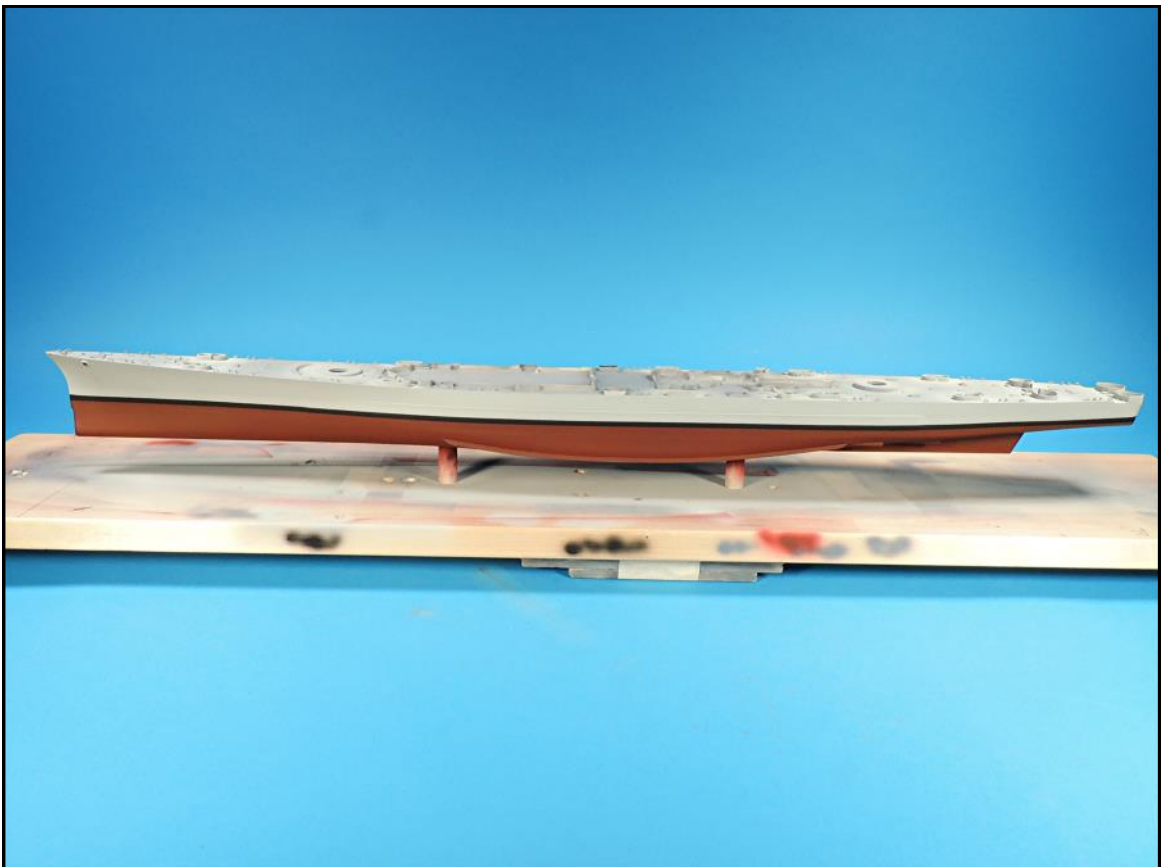
The lower hull color was masked and then short strips of approximately 1/8 inch high masking tape were positioned against the lower hull masking tape. The upper masking tape was then applied.



With the height of the flat black strip set, the small lengths were carefully removed and the edges of the remaining masking tape were firmly pressed down.



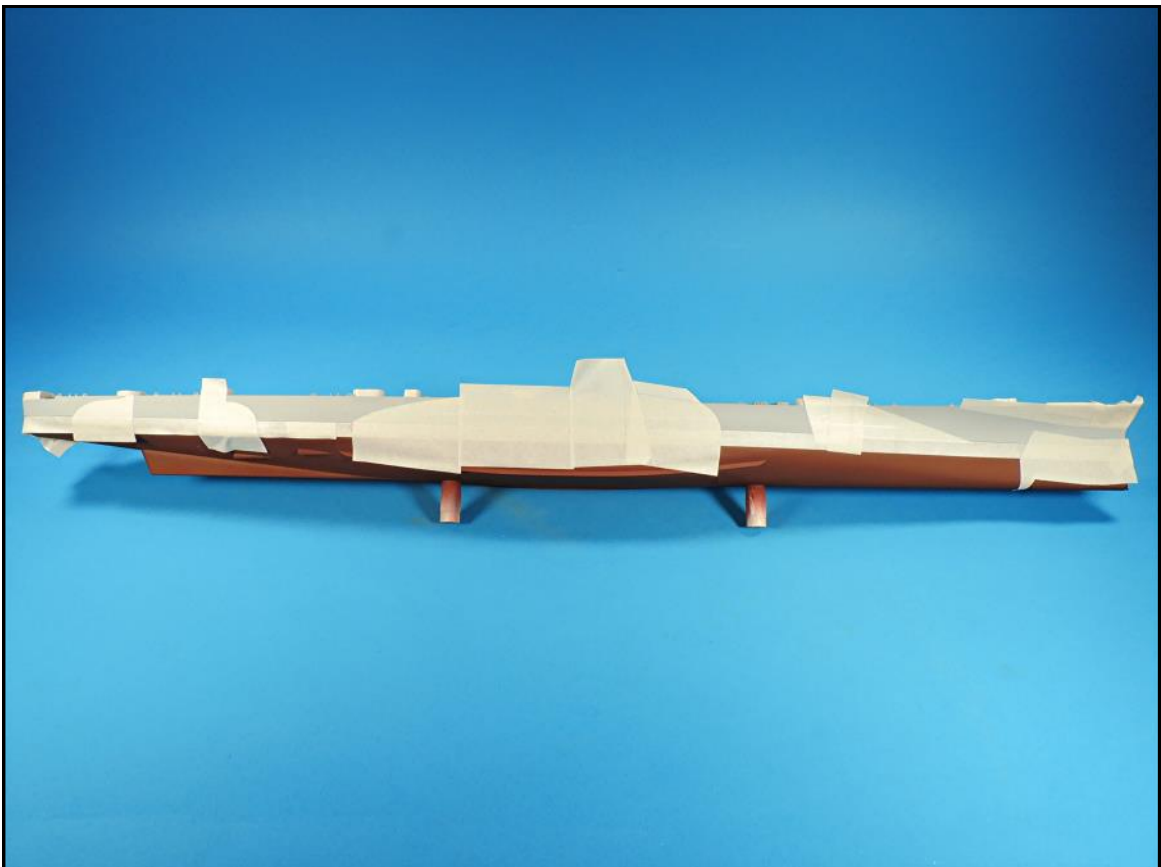
Lots of masking tape was applied to protect the lower and upper hull areas from any airbrush over spraying. Flat black was used for the boot strip.



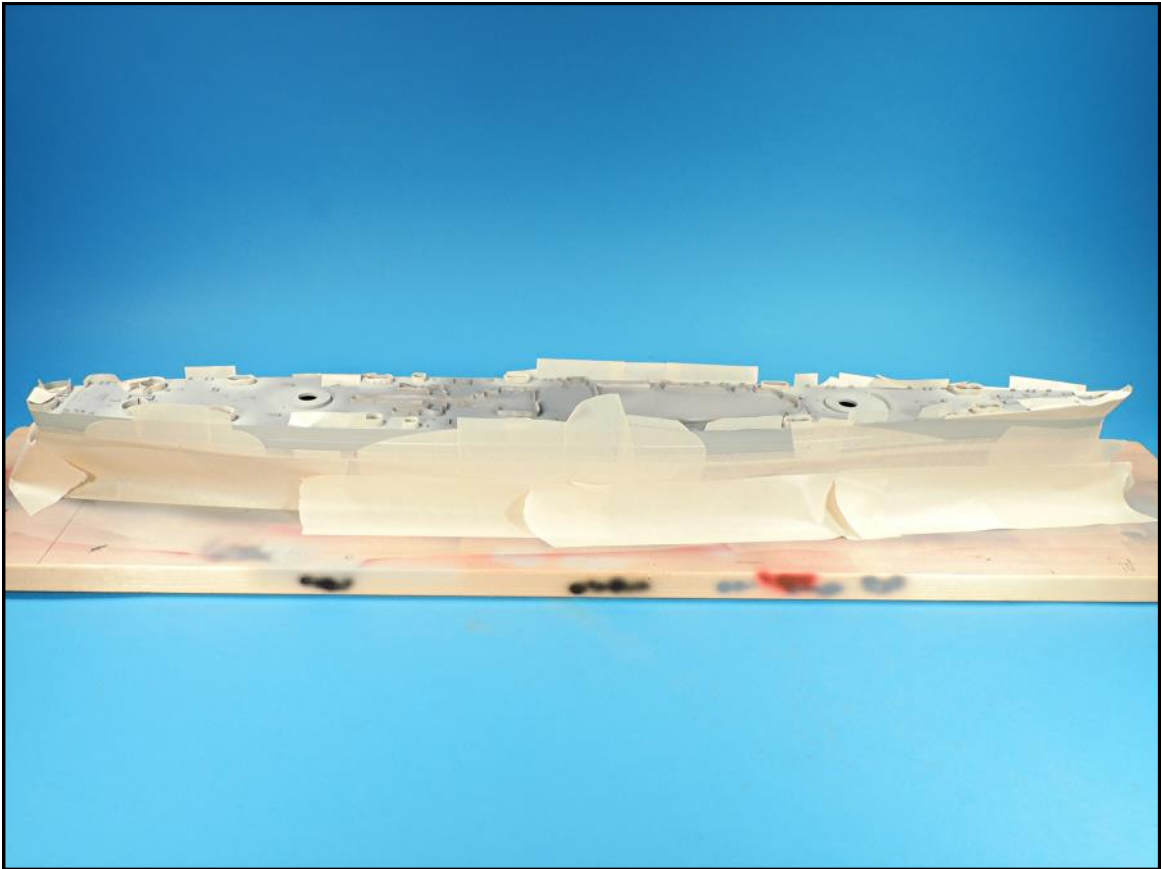
With the boot strip applied, now its time to mask the hull for the measure 32 gray-black tone dazzle pattern.



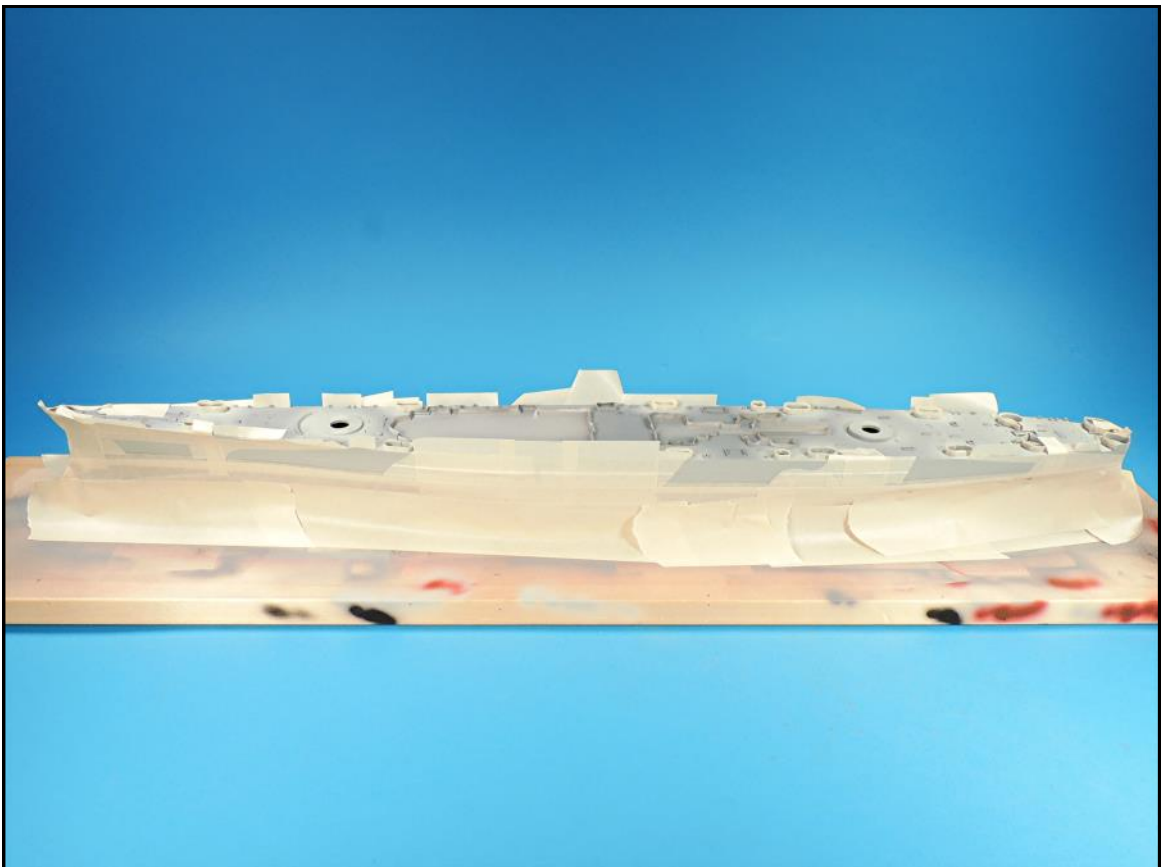
The port side patterns were cut out for the dazzle black color using the kit supplied color sheet as a guide.



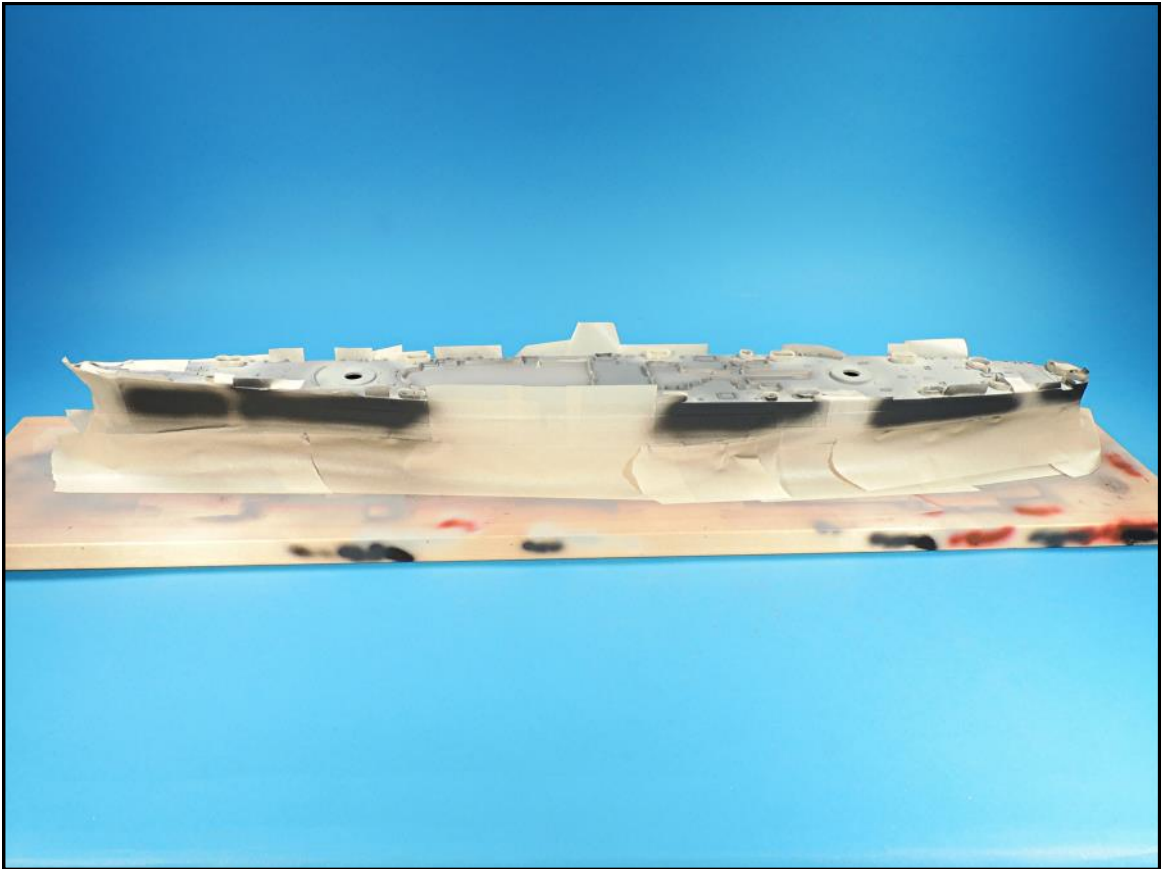
The starboard side dazzle black patterns were then cut out and applied.



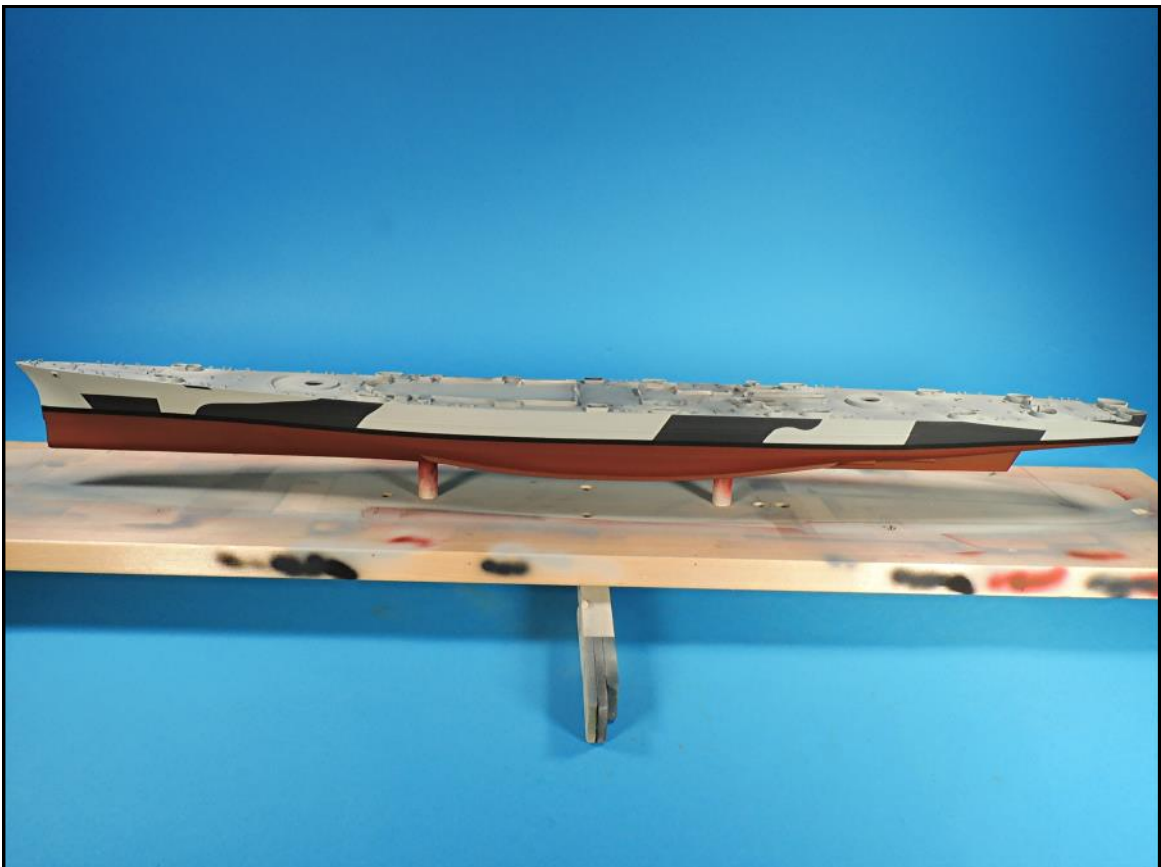
With the model mounted on the construction board, tape was applied to protect the lower hull colors. Tiny strips were carefully applied to the deck splinter shields.



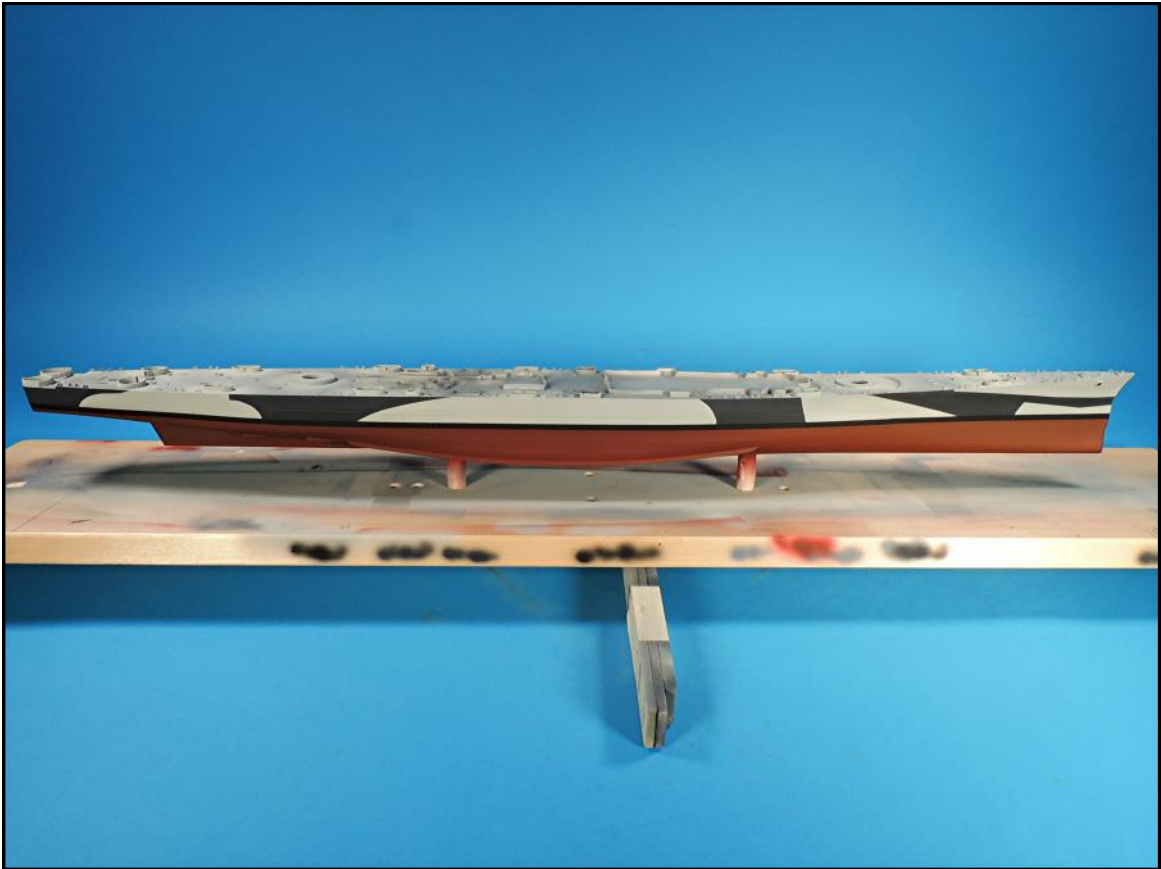
It is very important that ample tape is applied to cover the lower hull as airbrush spray can seep into tiny cracks in the masking tape.



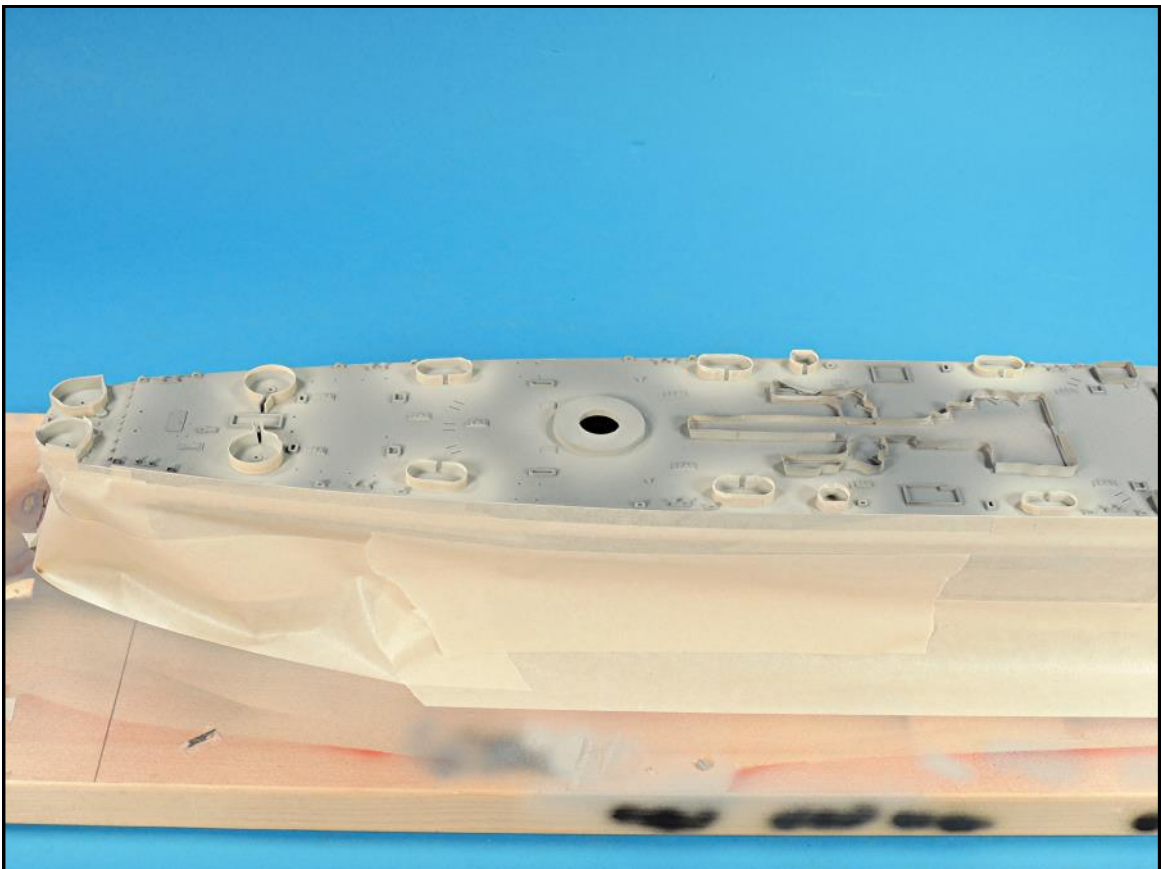
The black dazzle pattern color was achieved by adding a few drops of flat white to flat black so that the resulting color is a dark charcoal color, but not flat black.



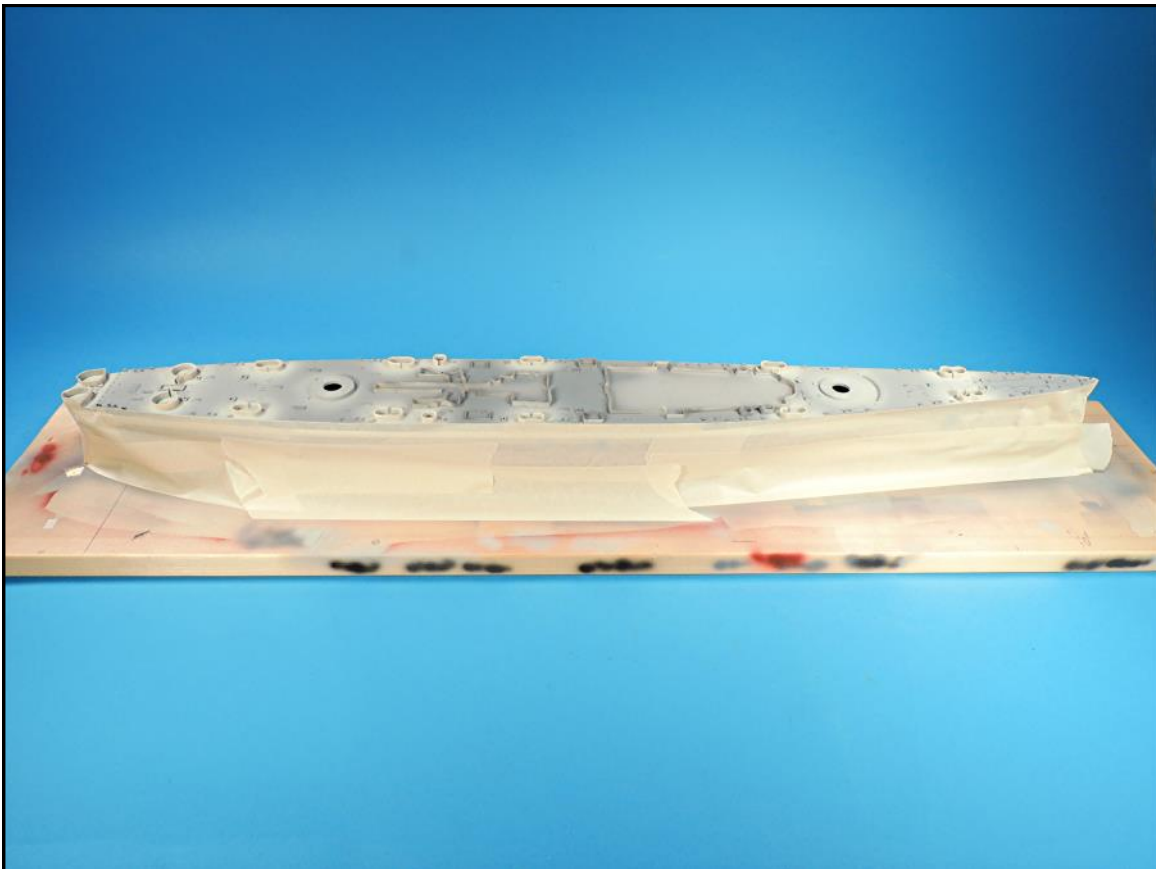
Good masking technique and double checking the edges of the masking tape helps ensure sharp demarcation lines between colors. All the tape was removed to check all the colors.



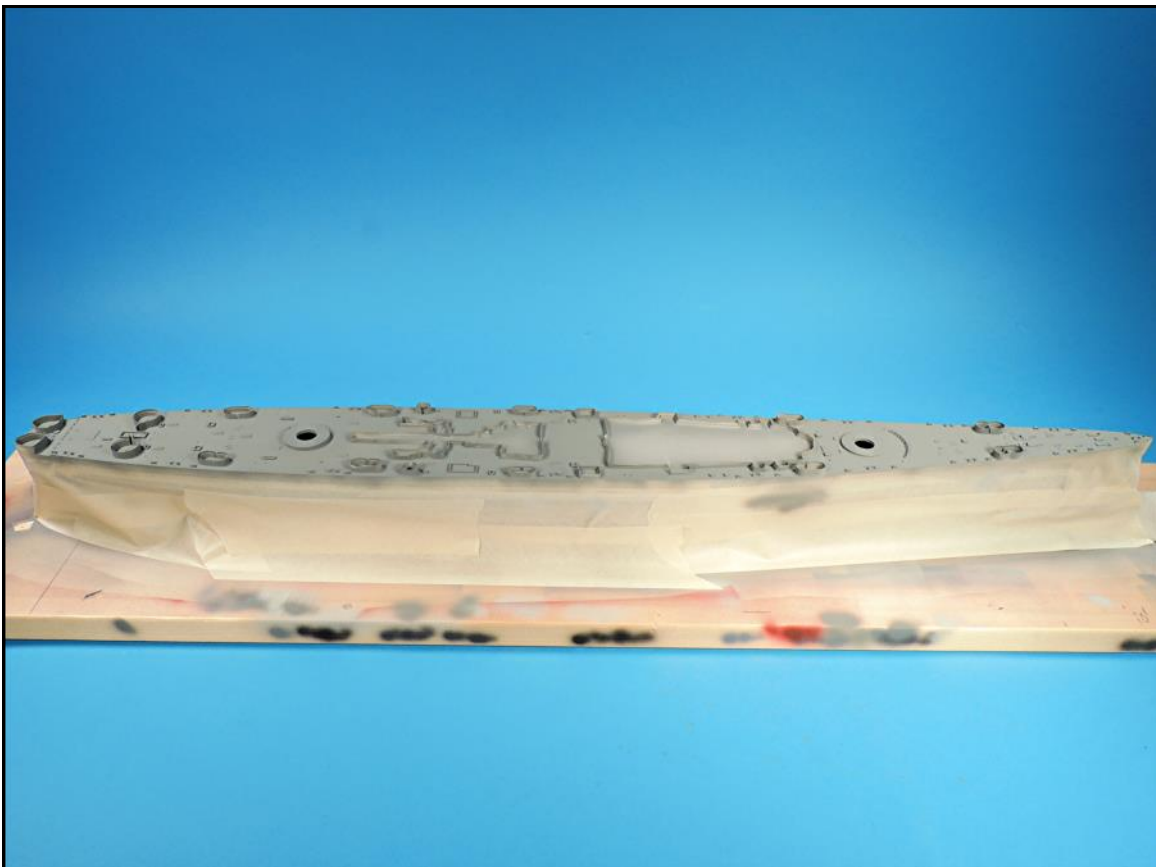
With the hull colors now completed its time to start airbrushing the deck colors.



The hull was carefully taped at the edge of the deck and then strips of masking tape were applied to the exterior of the splinter shields. I should have also masked the inside of them.



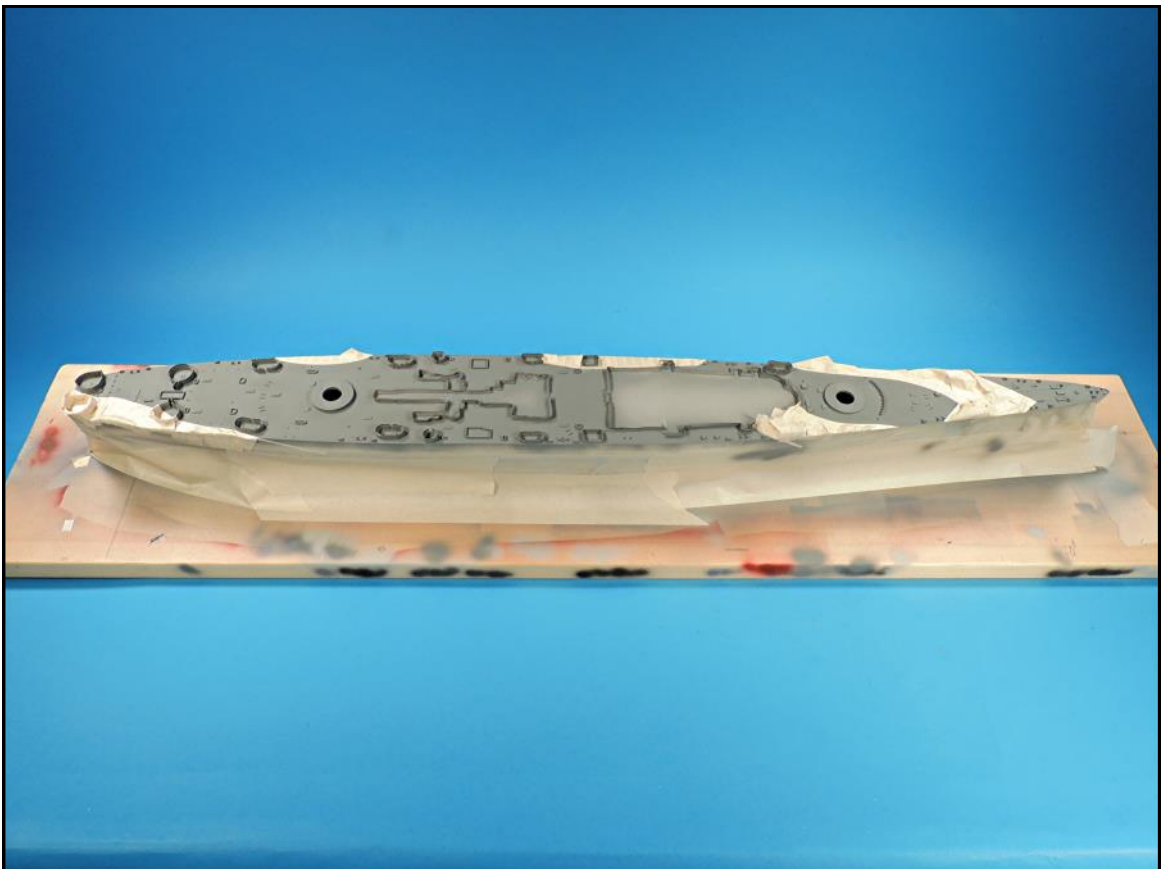
With the splinter shields masked, its time to paint. Had I checked the Classic Warships Publication more closely I would have determined that both sides of the splinter shields should be flat gull gray.



The entire deck was airbrushed with a light euro-1 gray color modified by adding some flat white to it.



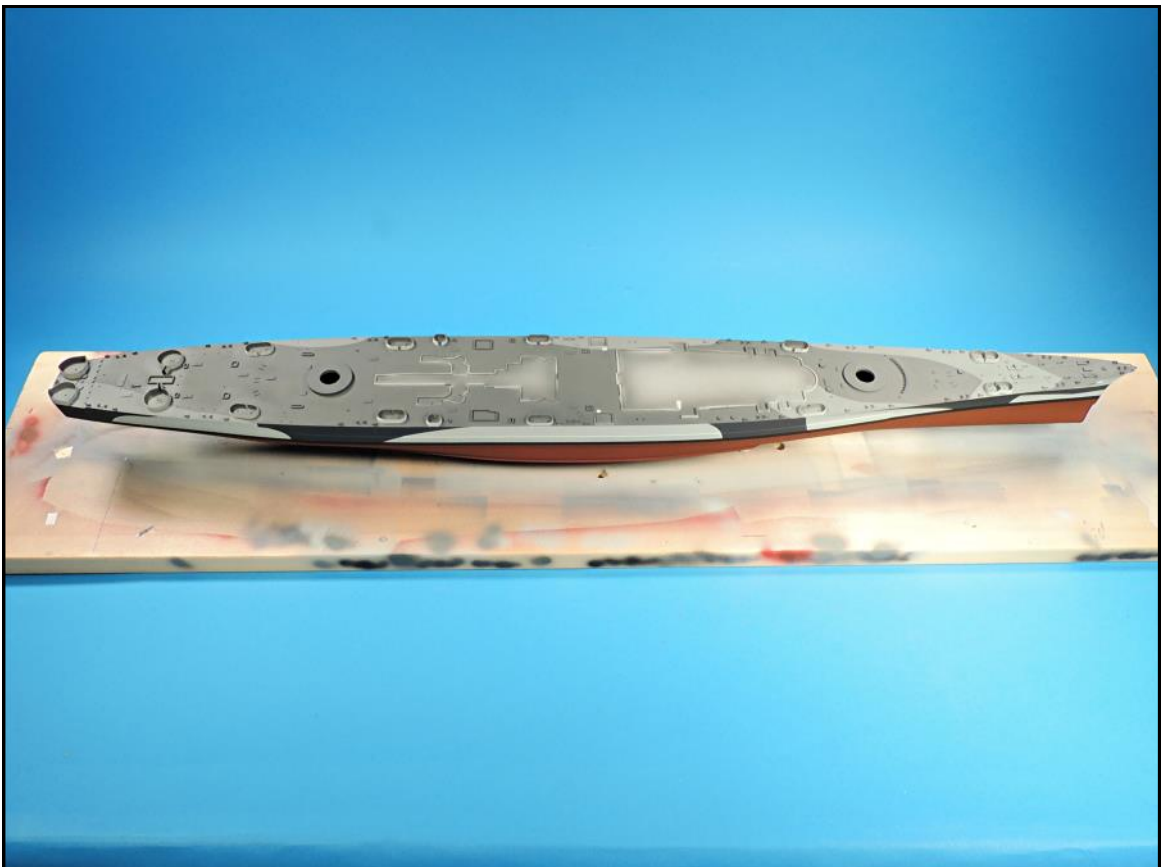
The outlines of the lighter euro-1 gray deck color were applied using thin strips of masking tape.



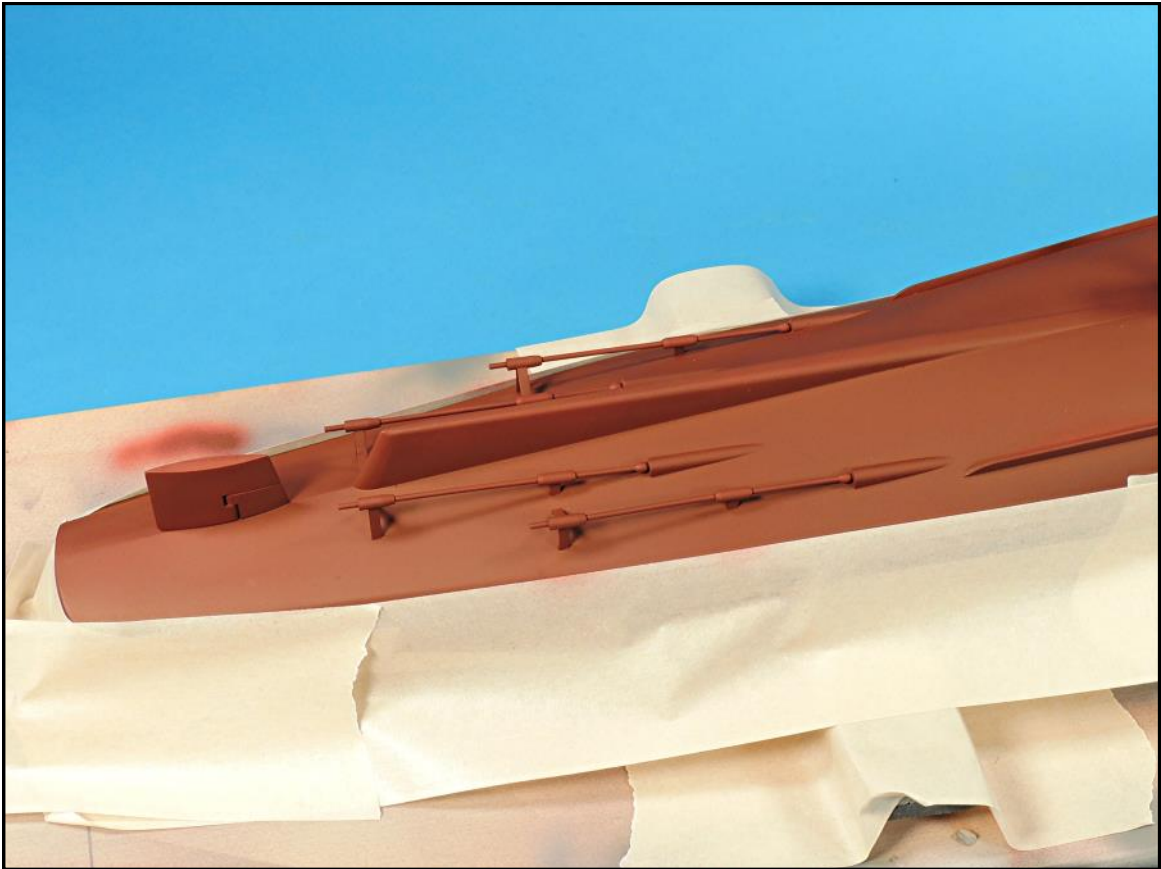
Larger strips were then used to fill in the areas where the lighter euro-1 gray color is.



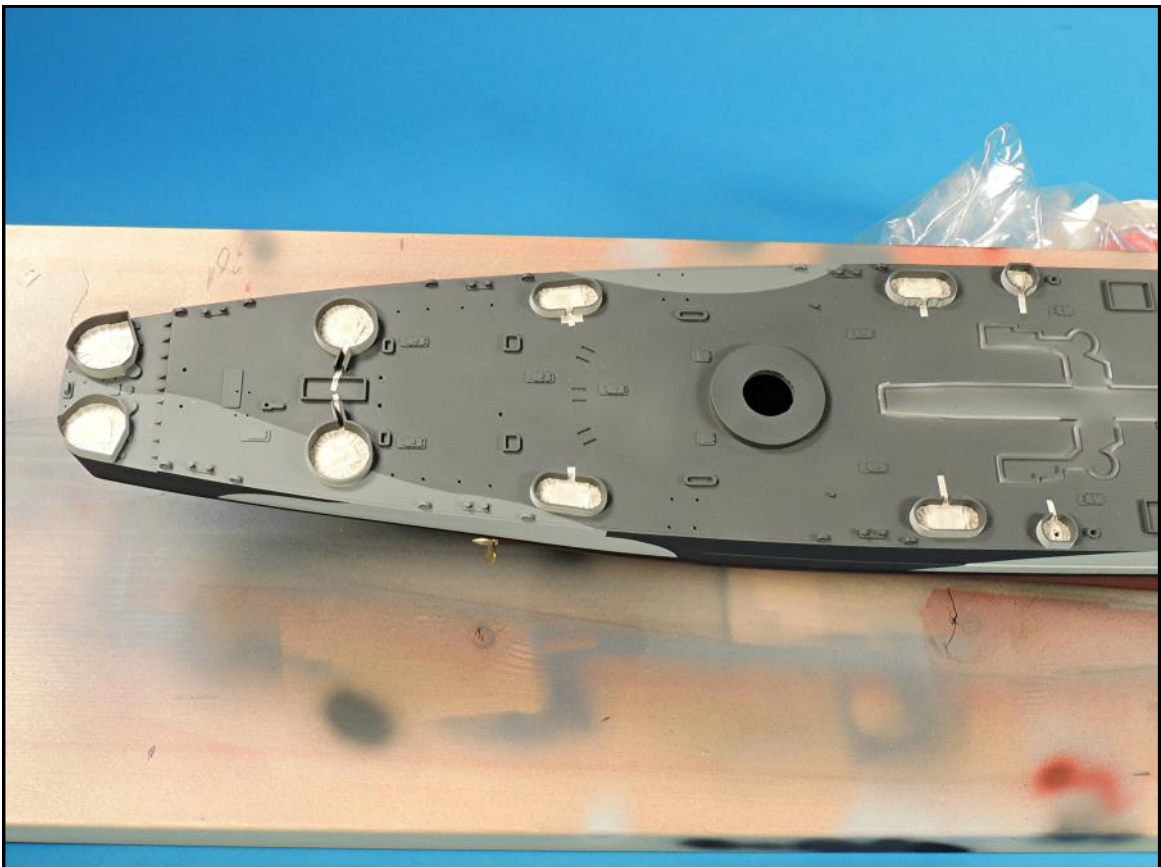
All exposed deck areas were then airbrushed euro-1 gray.



With all the tape removed, the deck colors have sharp demarcation lines.



The shaft assemblies and rudder were attached and tiny drops of white glue were used as fillers around the rudder and "V" strut legs. These areas were then touched up with the hull red color.



Now its time to correct my mistake. The interior deck areas of the splinter shields were carefully masked with tiny strips of tape.



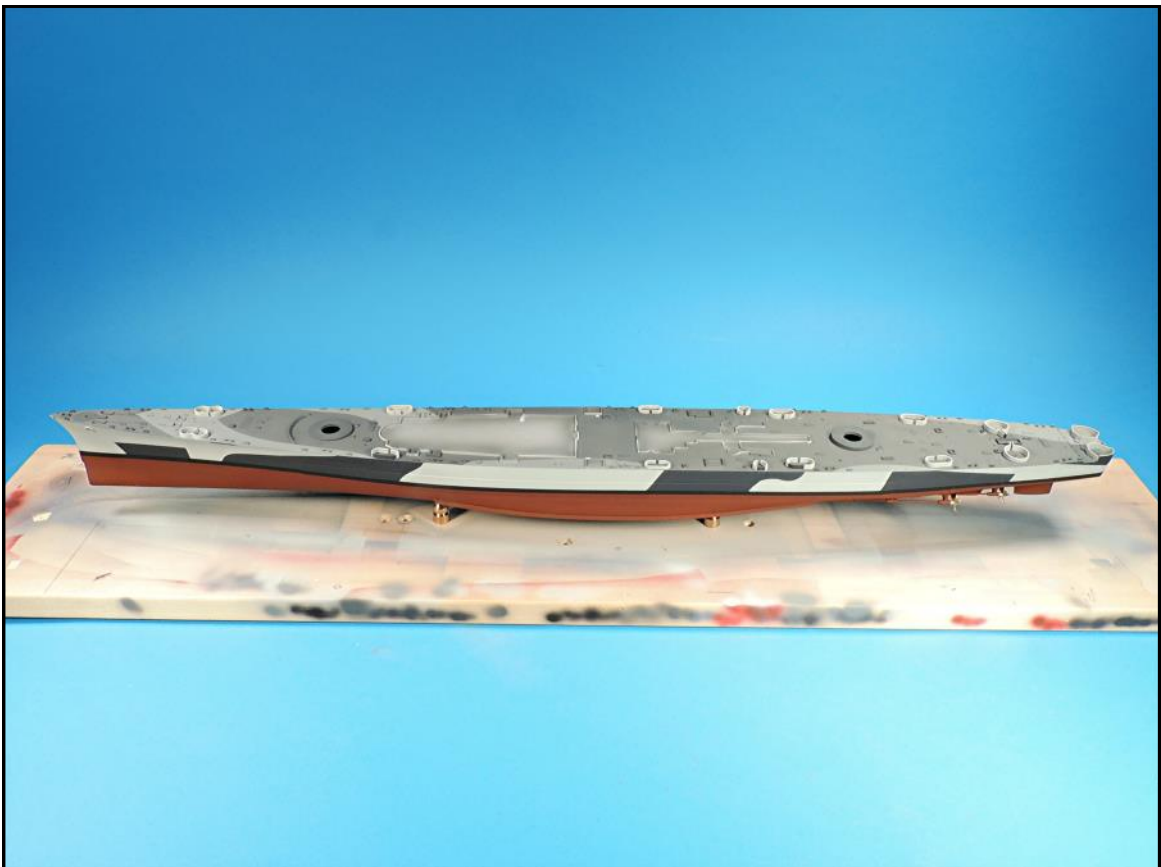
With the decking areas inside the splinter shields masked, now its time to cover the outside faces of the splinter shields and then the entire model.



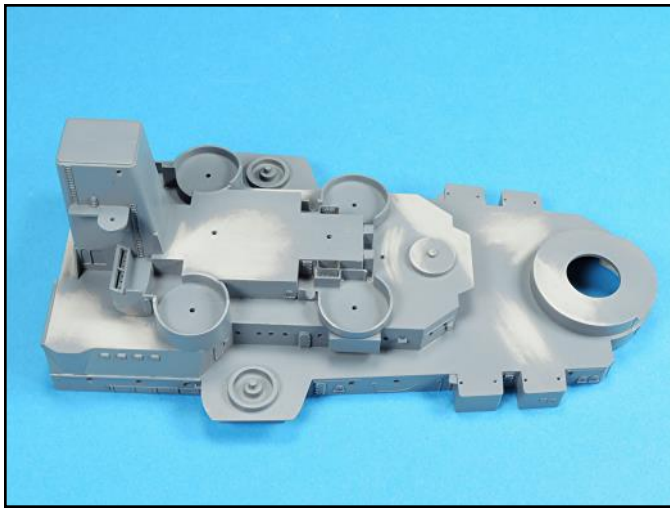
A lot of masking tape was required to cover the surface and the hull to correct my mistake. I then airbrushed the insides of the splinter shields flat gull gray.



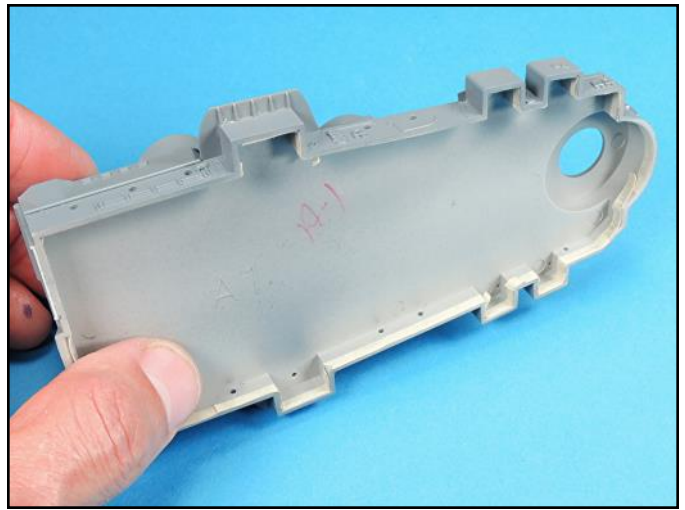
I also corrected the port dazzle pattern on the hull by making it longer and I did some minor touch up.



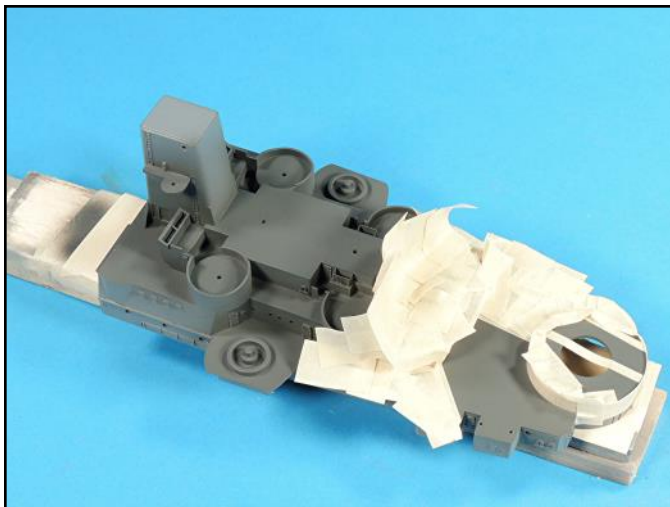
The hull-deck assembly and painting is now complete.



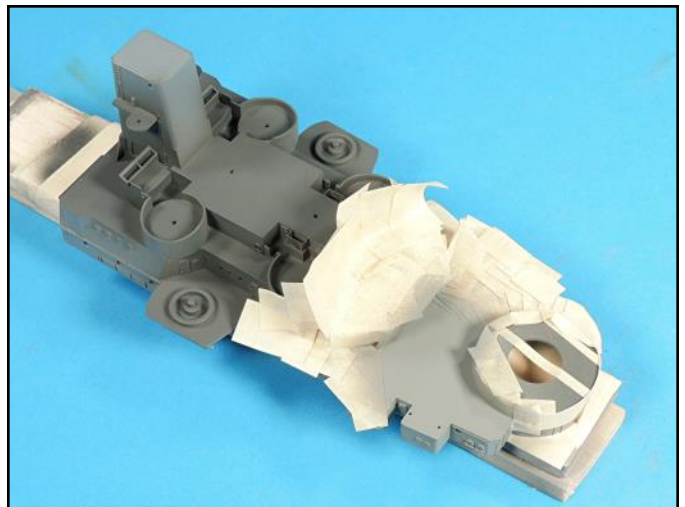
The forward superstructure assembly was primed and flaws were sanded smooth and then re-primed.



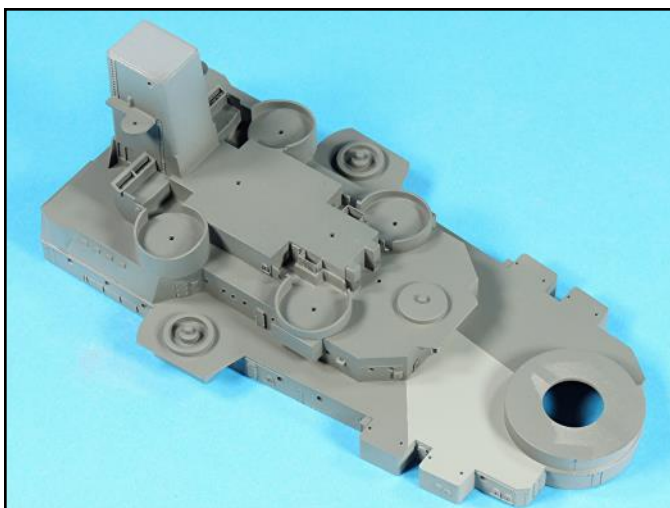
Strips of tape were also applied to the inside lip so that any paint would not have to be scraped off later for gluing.



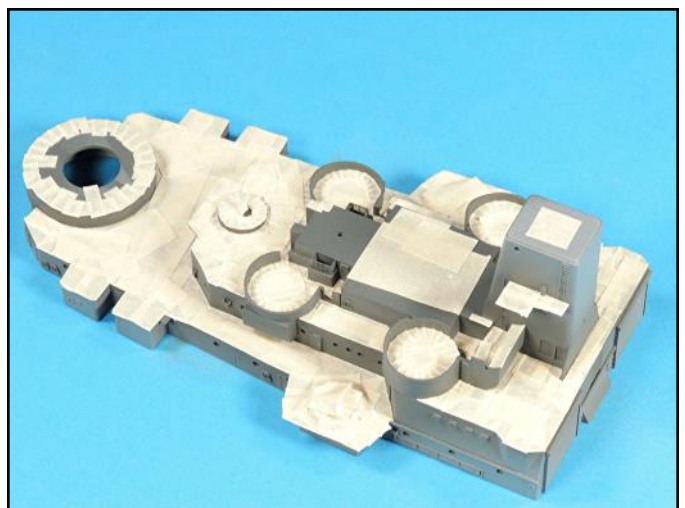
The entire surface of the forward superstructure was airbrushed euro-1 gray and then the area where the lighter deck color would be was masked off.



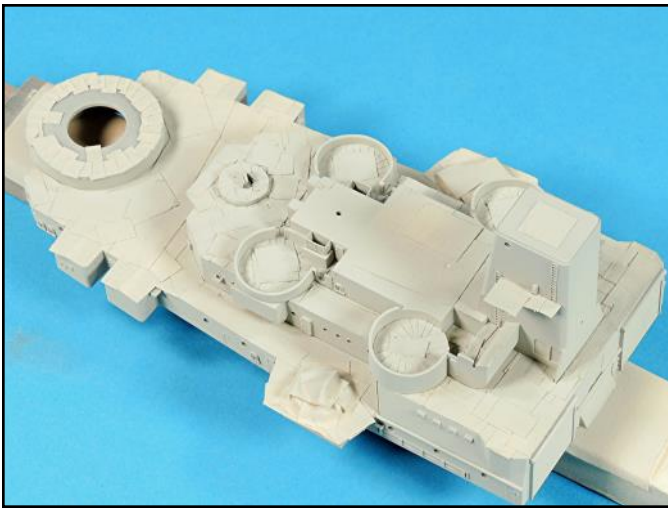
This is the same lighter euro-1 deck color that was applied to the main deck.



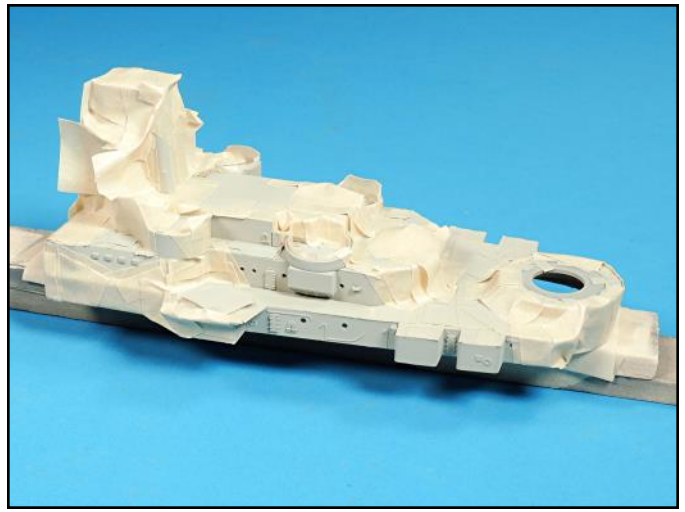
With all the tape removed and the deck checked for flaws its time to mask the deck for the flat gull gray vertical color.



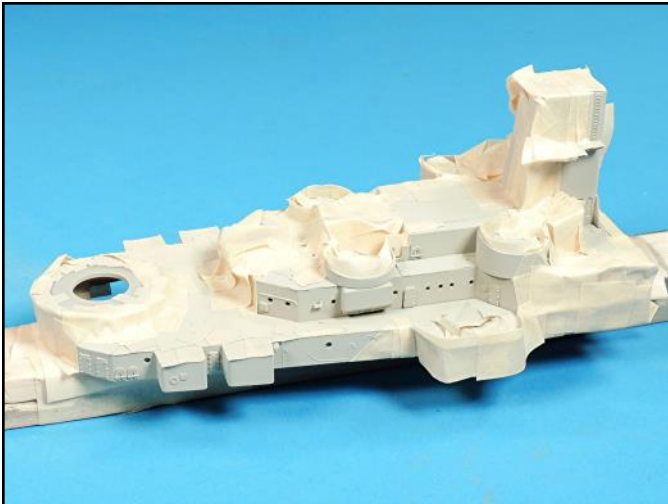
Strips of masking tape were carefully applied along all the edges of the decks and then the remaining areas were filled in with larger strips. This part is now ready for the flat gull gray color.



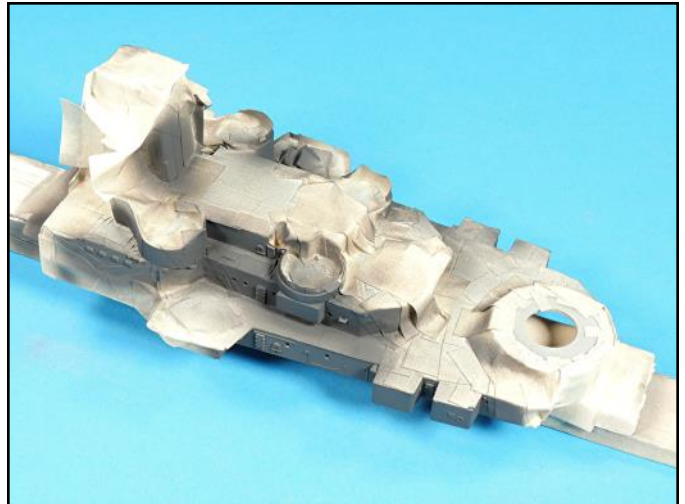
The forward superstructure is now ready for masking the black dazzle pattern.



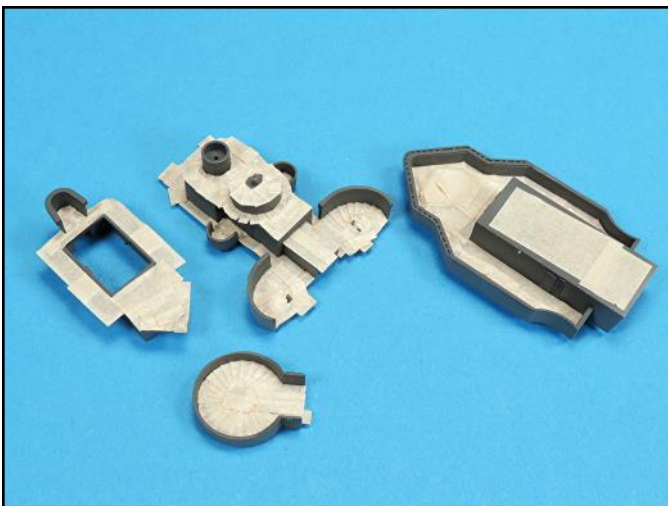
Strips of masking tape were carefully placed on the sides of the superstructure to create an outline for where the black dazzle color will be applied. The remaining areas were then covered with larger strips of masking tape.



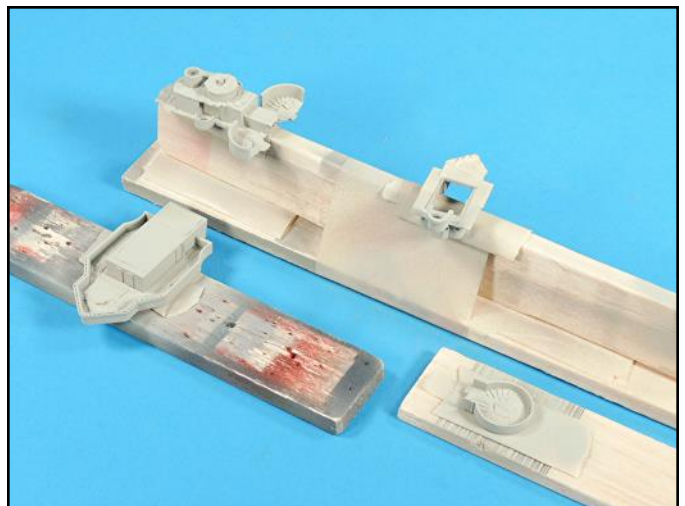
Here is the port side dazzle pattern masking. Use thin strips of masking tape to outline the pattern so that the tape will easily form around any protrusions on the sides. I tried to concentrate the masking on flat surfaces.



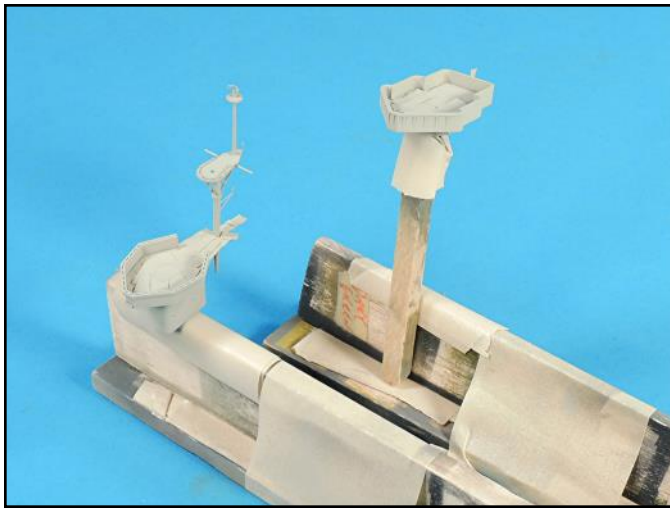
The color used is the same color that was used on the upper hull for the dazzle pattern.



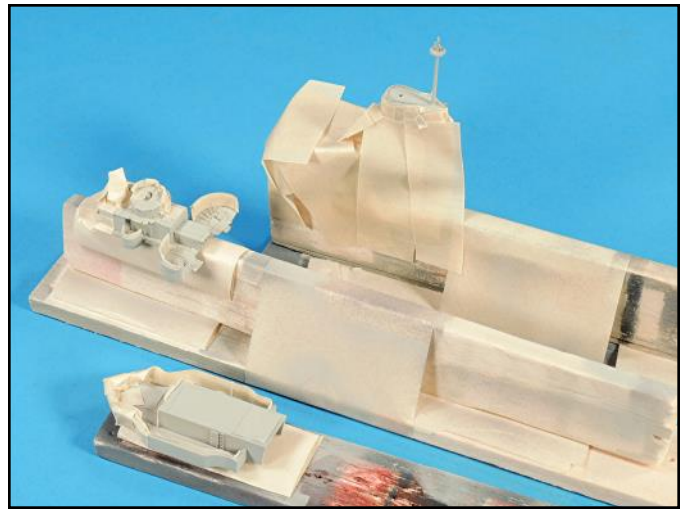
The individual superstructure layers also had their decks masked for applying flat gull gray.



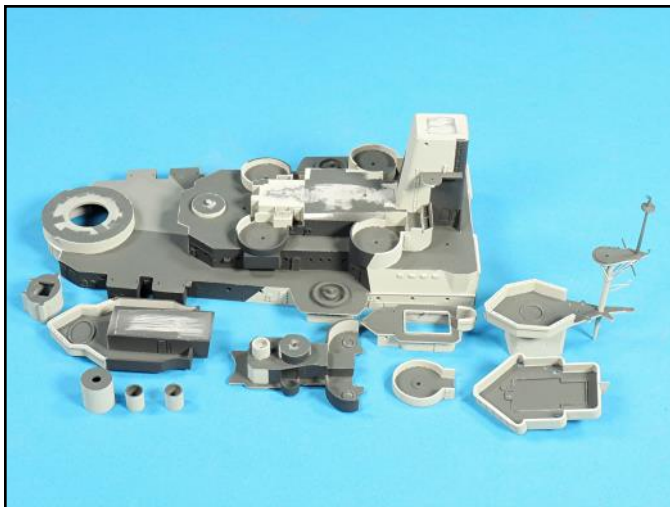
Using lengths of balsa wood to attach parts makes airbrushing them a lot easier.



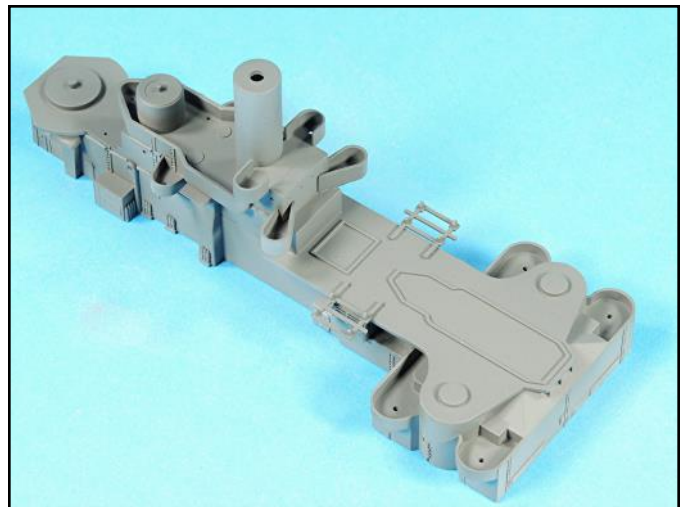
Elevating parts so that you can also airbrush the undersides allows you to complete the painting in one session.



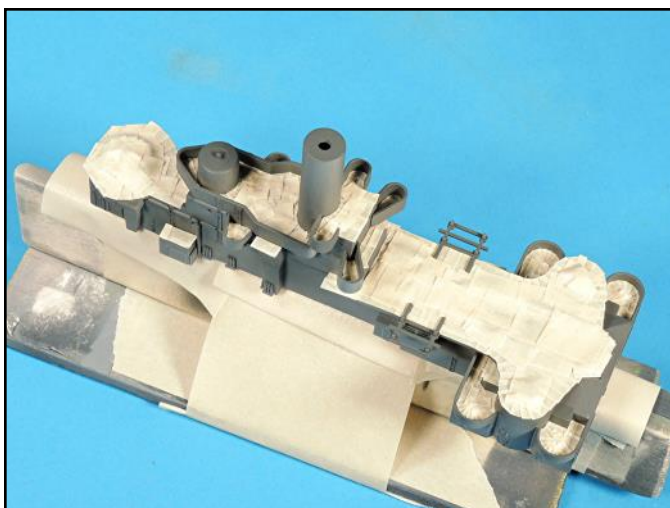
The mast was first carefully masked with tiny strips of tape and then larger strips were added to seal up the lower mast area and the superstructure. The other parts were masked for the black dazzle color.



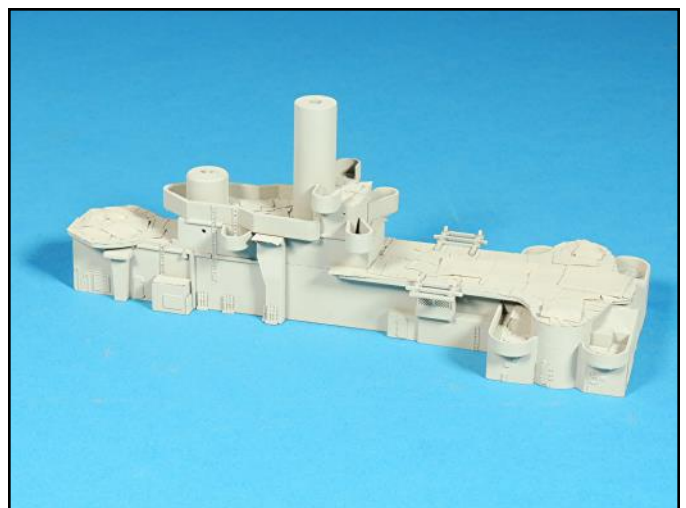
All the forward superstructure parts have now been painted and its time to start on the aft superstructure.



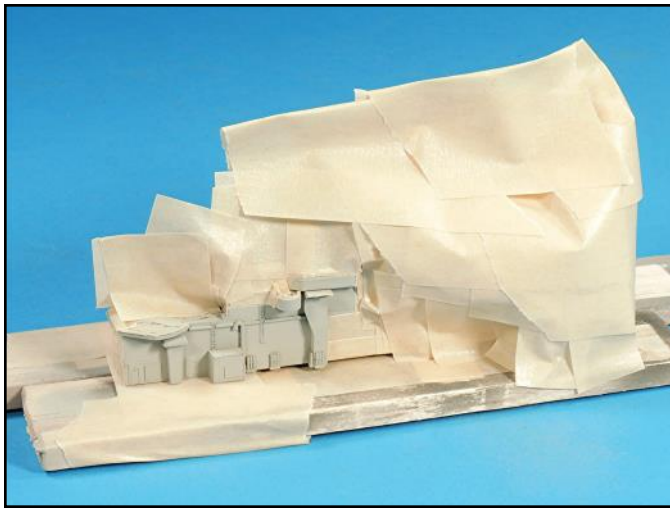
Here again the entire superstructure was airbrushed with euro-1 gray.



The decks were masked as well as the tops of the vents.



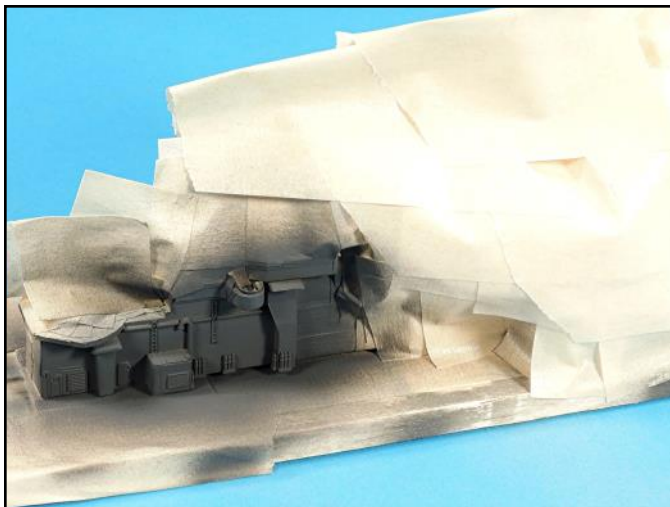
The flat gull gray color was then applied.



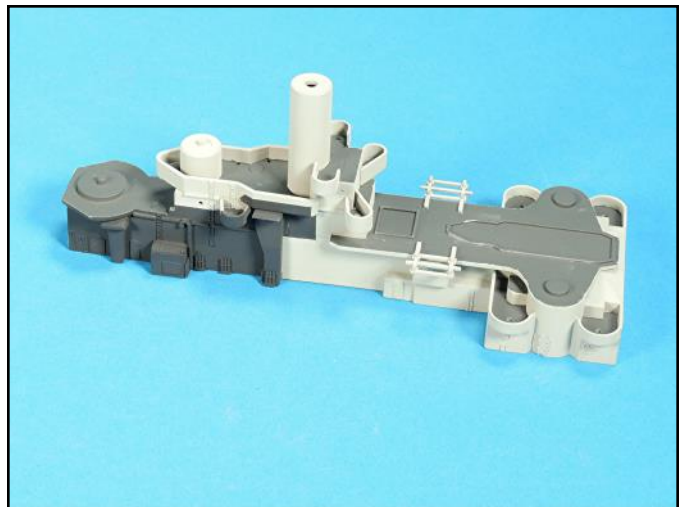
The starboard side of the aft superstructure was carefully masked for the black dazzle color.



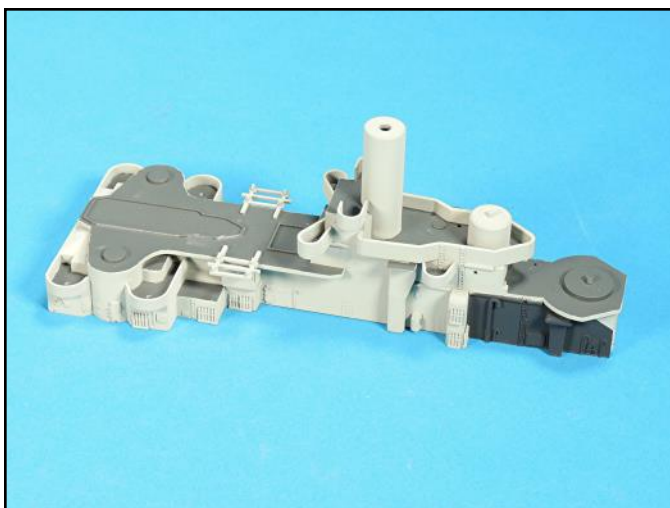
The port side was also masked for the black dazzle color at the same time.



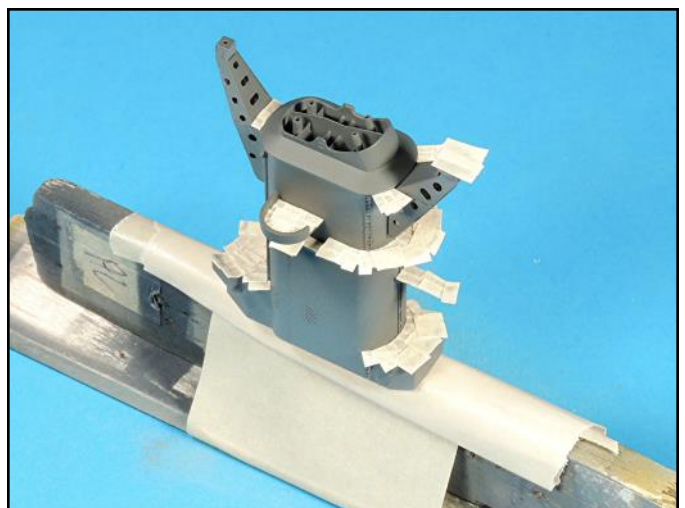
The black dazzle color was airbrushed onto both sides.



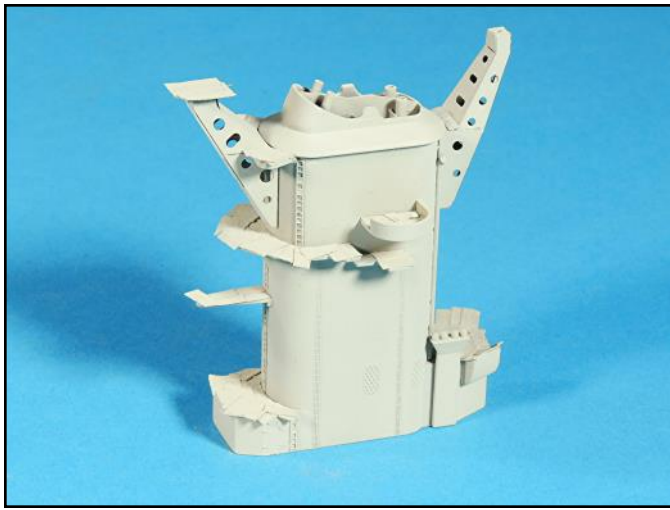
With all the tape removed the starboard side looks pretty good.



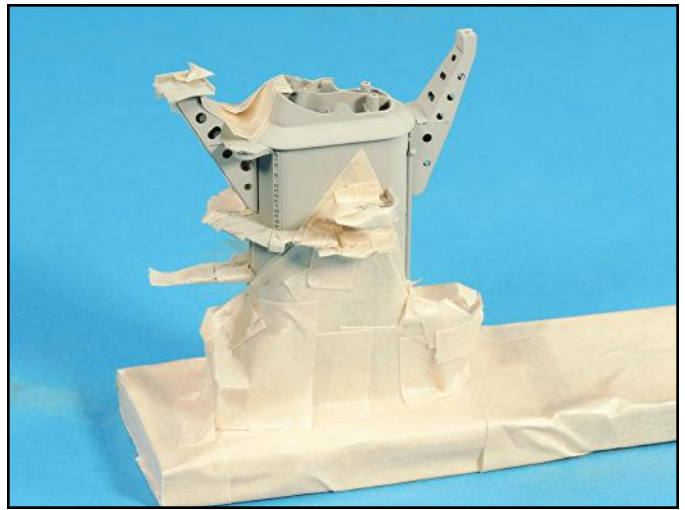
The port side had a tiny bit of overspray, which I was able to touch up with a detail brush.



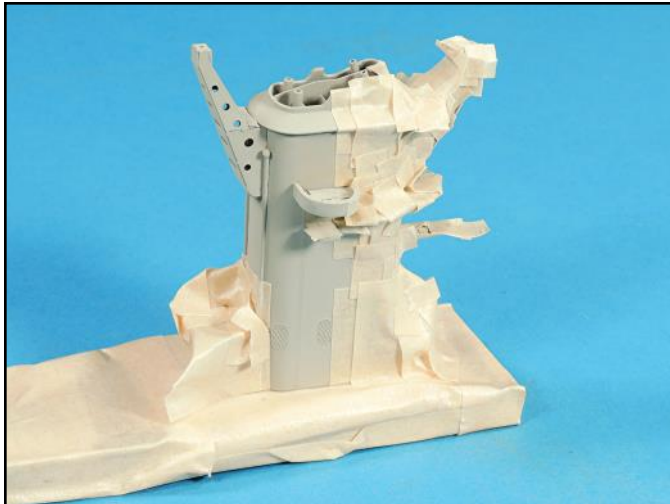
The smoke stack assembly deck layers were airbrushed euro-1 gray and then masked off.



Flat gull gray was carefully airbrushed onto the surface. I usually use an air pressure of between 15 and 18 PSI for airbrushing parts with multilayer surfaces.



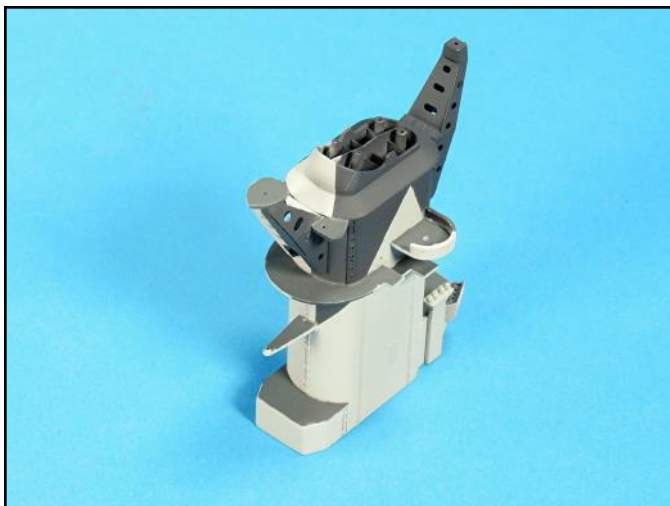
The stack was then carefully masked for the black dazzle color.



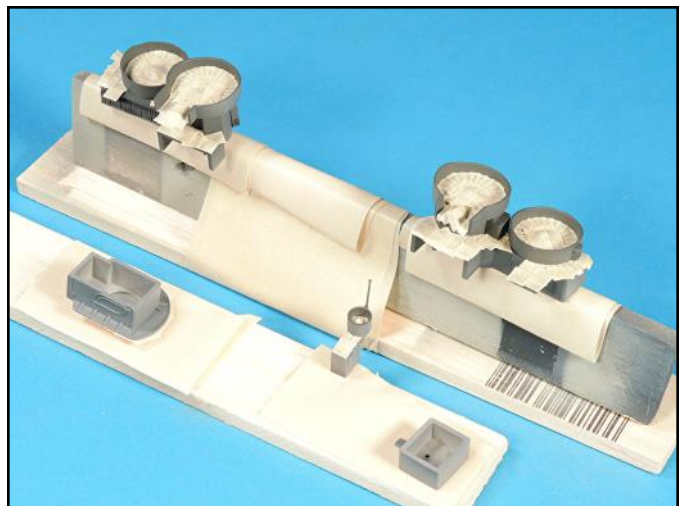
Note all the small strips of tape used for creating the dazzle pattern.



With the stack airbrushed on both sides with the dazzle black color its time to remove all the tape and check for flaws.



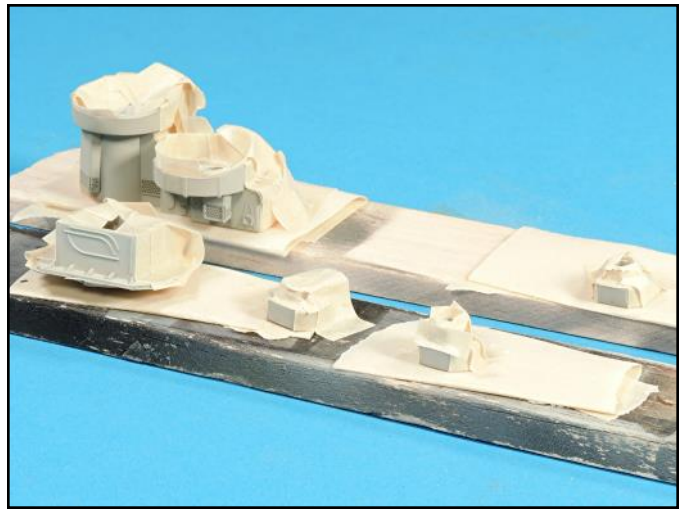
Here again I had to do some touch up work with a fine detail brush.



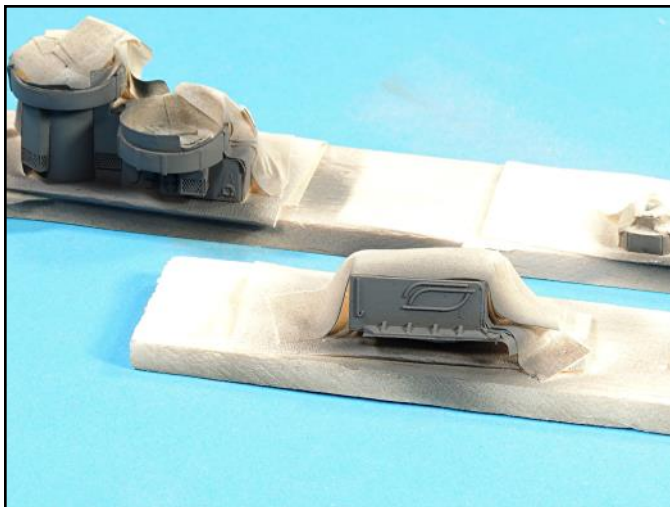
The other aft superstructure and elevated platforms also had their decks and tops airbrushed with euro-1 gray or the lighter euro-1 gray color depending on where the parts were located on the deck.



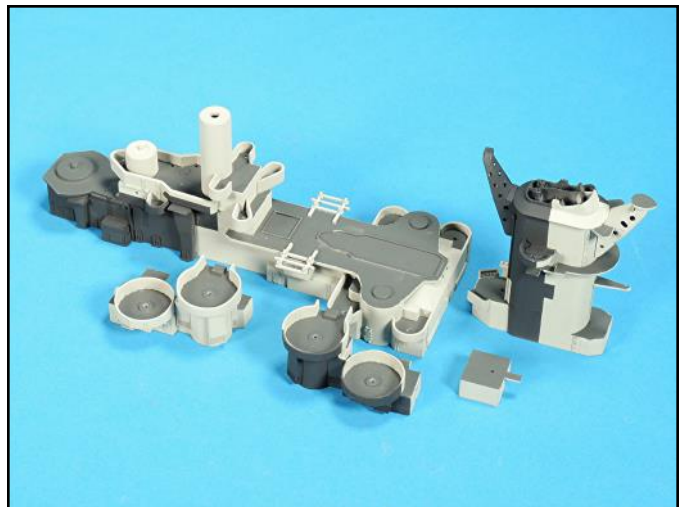
With the vertical surfaces airbrushed flat gull gray, additional masking tape can be applied for the dazzle black color.



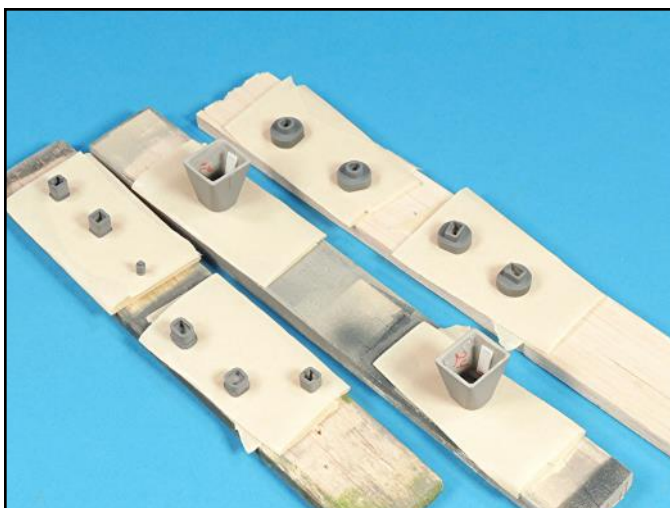
Careful masking using small strips was needed on these smaller parts.



With the black dazzle color applied, its time to remove the tape and check the demarcation lines between the colors.



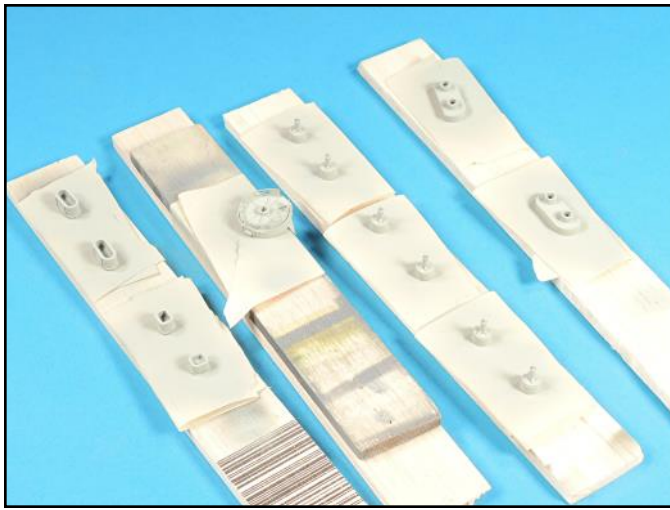
Here are all the aft superstructure parts and the stack, which are now ready for final assembly.



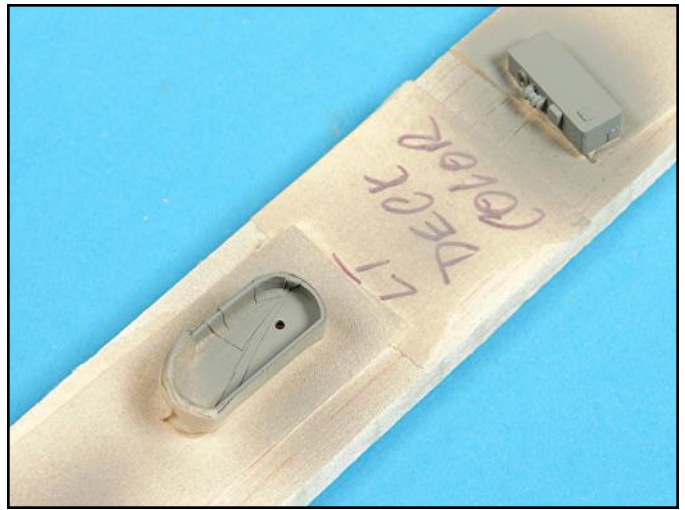
Smaller parts with flat horizontal surfaces were airbrushed with the appropriate euro-1 gray color and then flipped so that the vertical surfaces could be airbrushed flat gull gray.



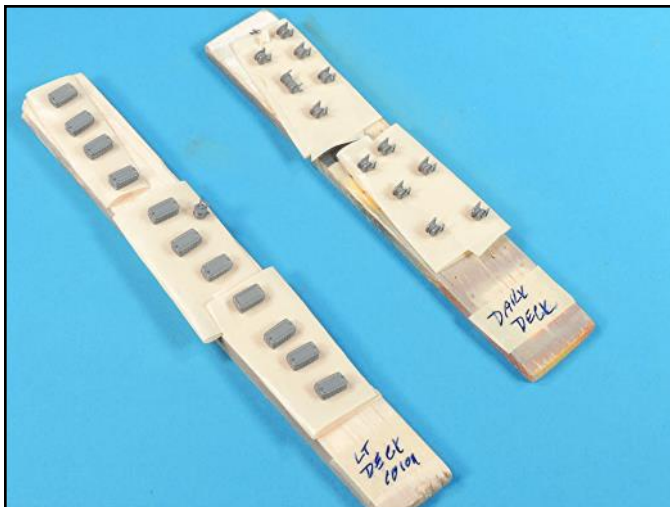
Other small parts were also painted euro-1 gray, flipped and then flat gull gray was applied.



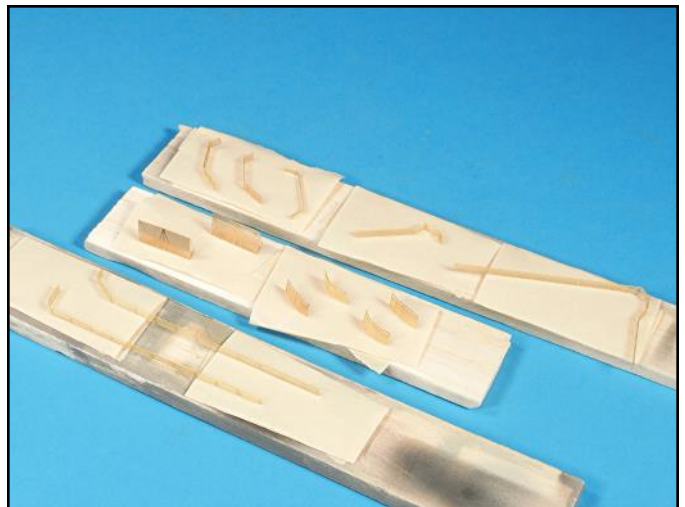
Here are some more examples of parts that have been flipped and airbrushed flat gull gray.



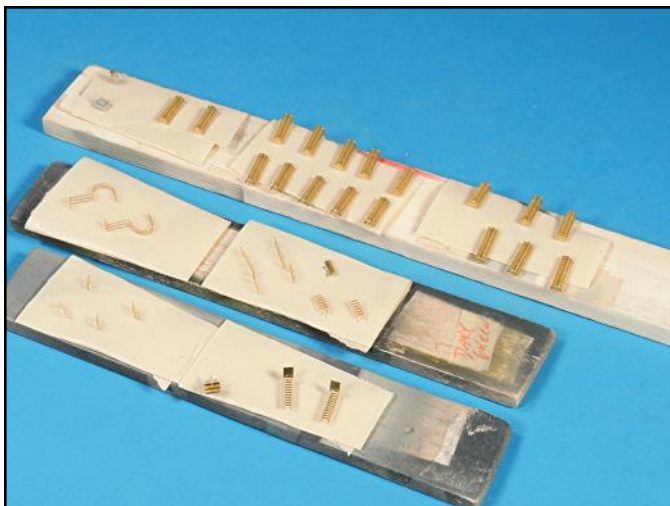
Some small deck parts needed careful masking for the lighter euro-1 gray color.



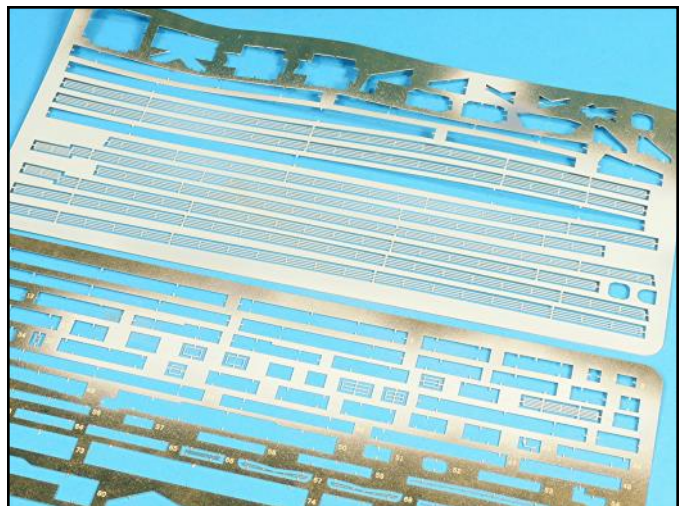
Lengths of balsa wood with painting notes ensures that the correct colors will be airbrushed onto individual parts.



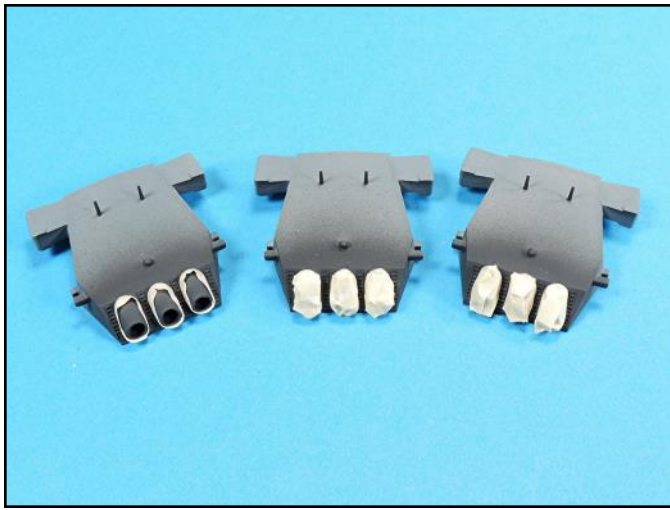
Photoetch parts can be attached to masking tape for airbrushing but be sure to use the tip of a number 11 X-Acto blade to peel them up from the tape so you do not damage these delicate parts.



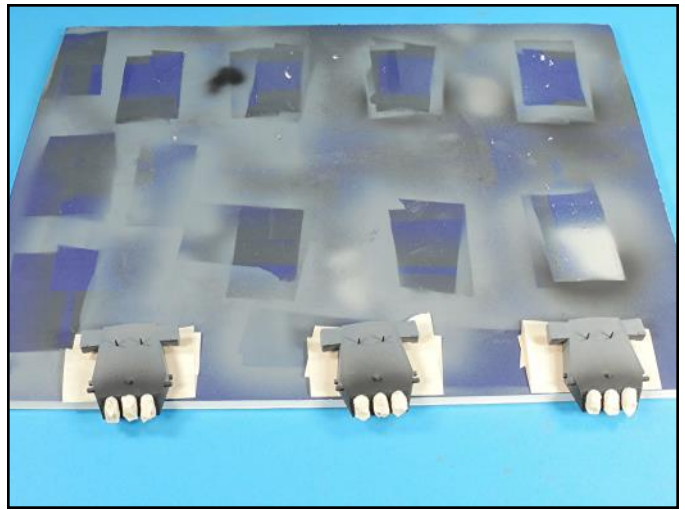
Positioning parts like these floater net cages in the same direction makes airbrushing them easier.



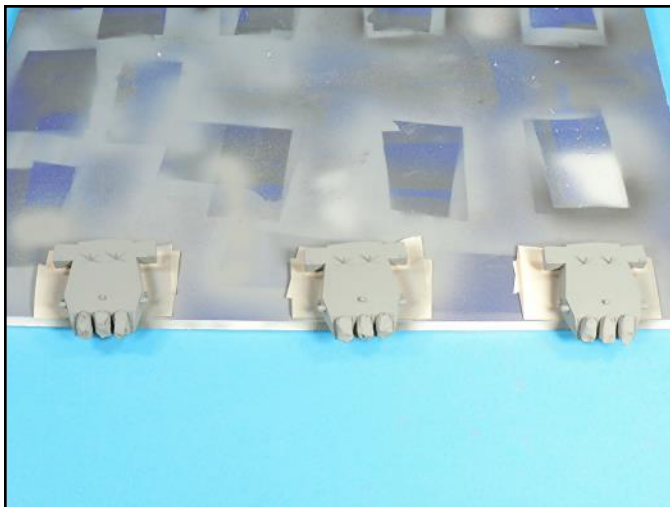
Airbrushing long sections of railings on the photoetch trees is an easy way to get these long straight railing sections painted. After they are glued into place you can touch up the tiny exposed brass with a detail brush.



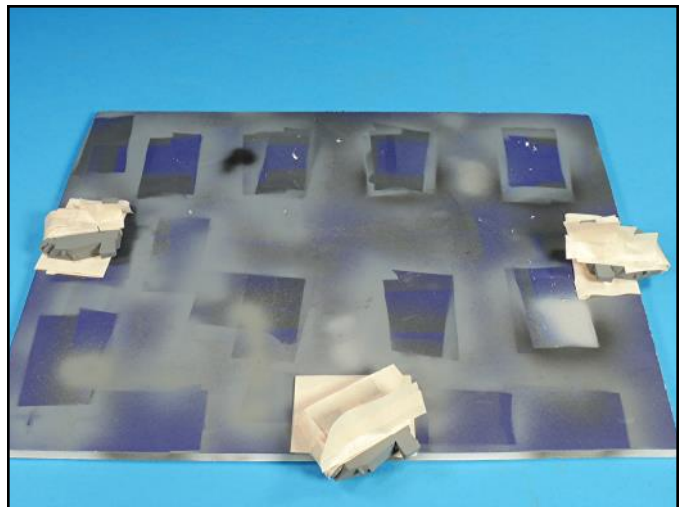
The blast bags were airbrushed with flat black slightly lightened with some flat white. The edges were masked first with tiny strips of tape and then the remaining areas were covered with larger sections of tape.



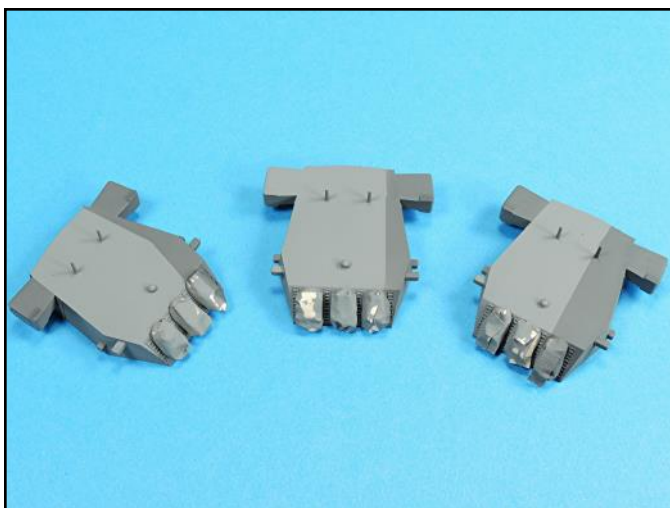
With the blast bags masked, the turrets are now ready for airbrushing.



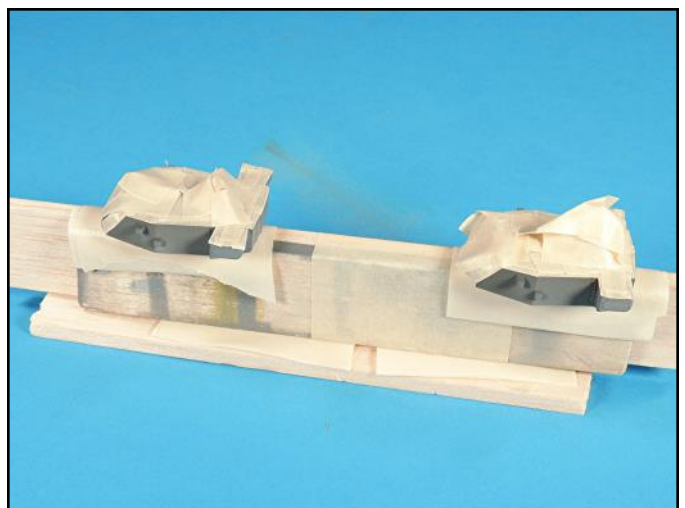
The turrets were then airbrushed with the lighter euro-1 gray first.



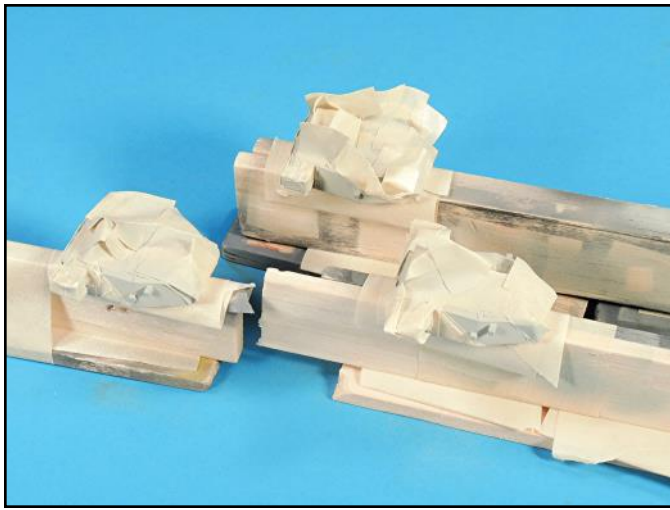
The second step was to mask the lighter euro-1 color and then airbrush the exposer areas with the euro-1 gray color



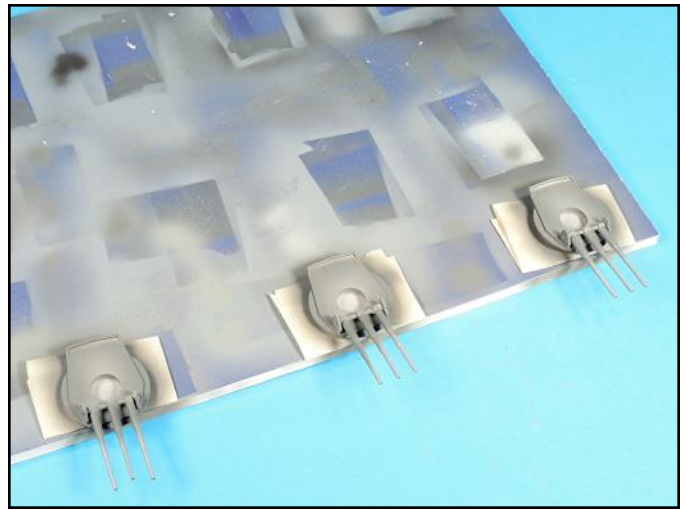
The masking tape was removed and the demarcation lines between colors was checked.



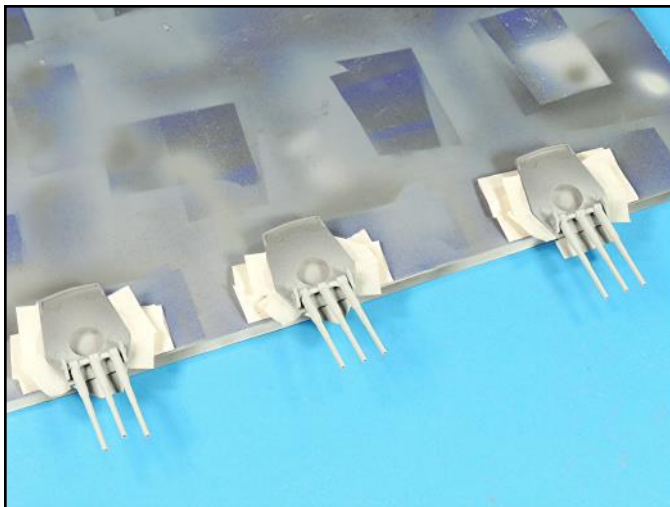
The turrets were re-masked for the flat gull gray color on their vertical surfaces.



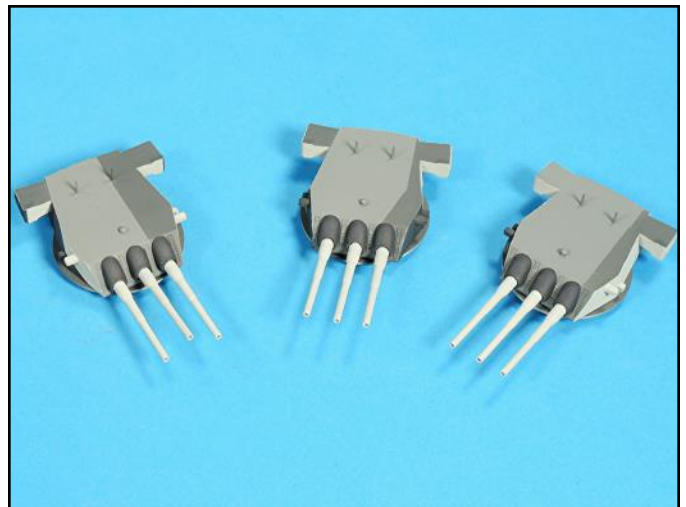
With the flat gull gray color completed, additional masking tape was applied for the black dazzle color.



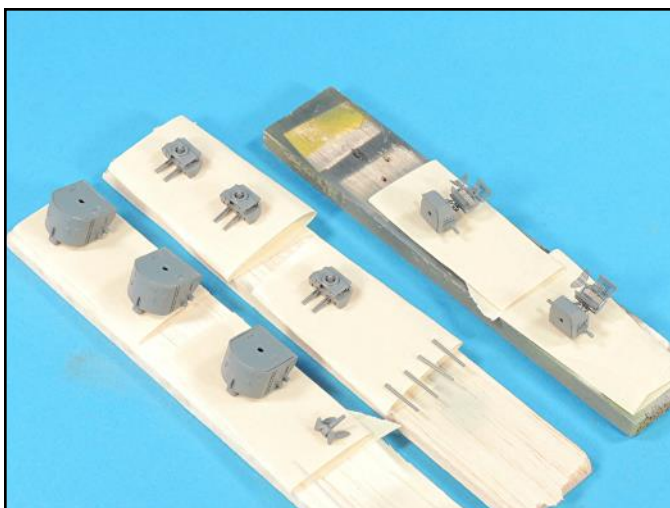
The bases of the turrets were airbrushed euro-1 gray.



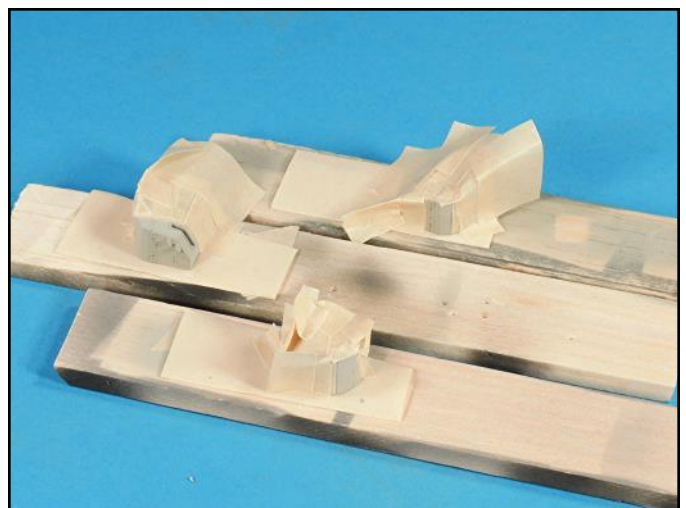
The euro-1 gray color was then masked off and flat gull gray was airbrushed onto the barrels.



The 12 inch turrets now completely painted.



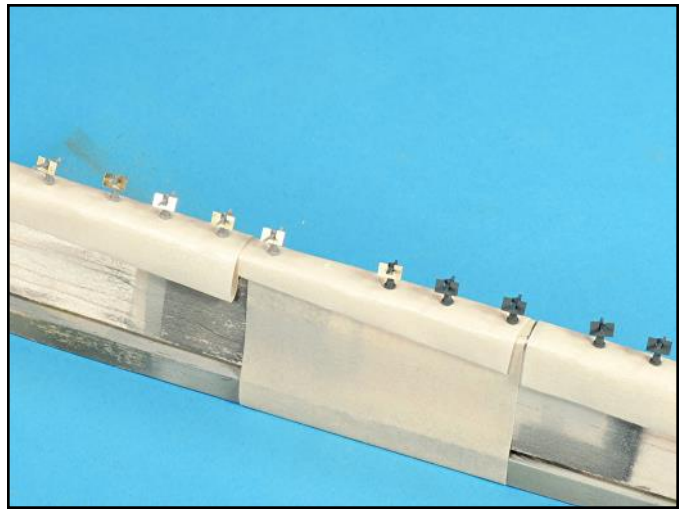
The 5 inch/38 turrets were airbrushed on the underside first along with the 40mm guns and the radars with flat gull gray.



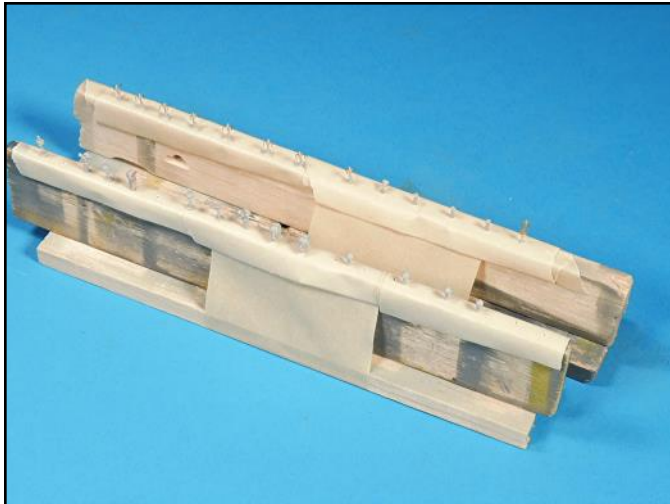
Some of the 5 inch/38 turrets were then masked for the black dazzle color.



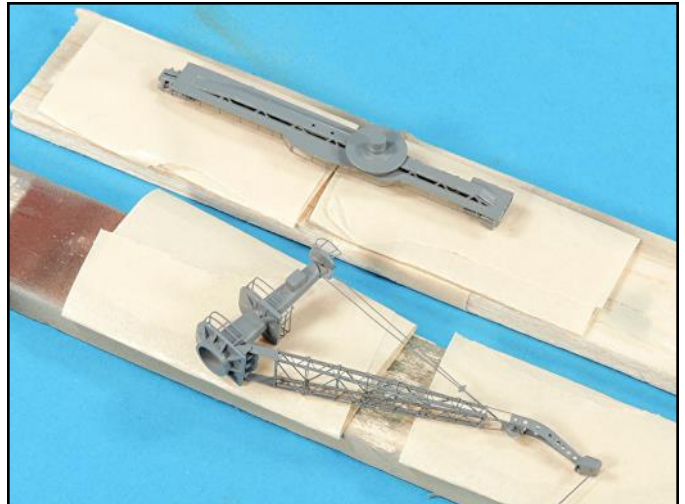
With the masking tape removed, the 5 inch/38 turrets are ready for detail painting and final assembly. The barrel shields will be painted Testors brass with a fine detail brush and then the barrels will be attached with white glue.



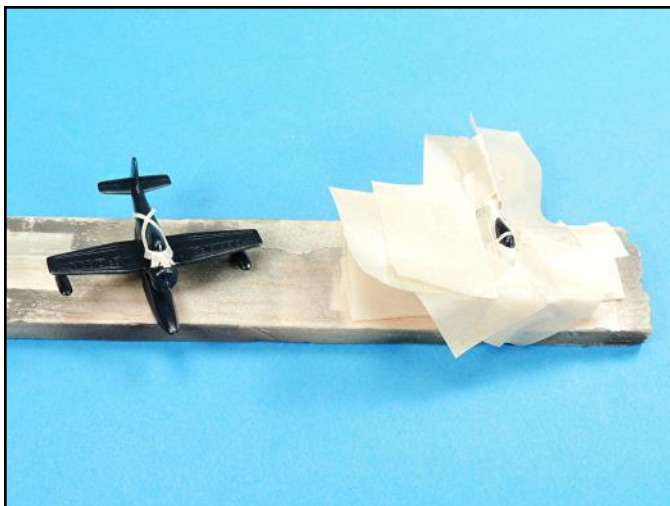
The 20mm guns were attached to an elevated section of balsa wood so that the entire assemblies could be painted in one session.



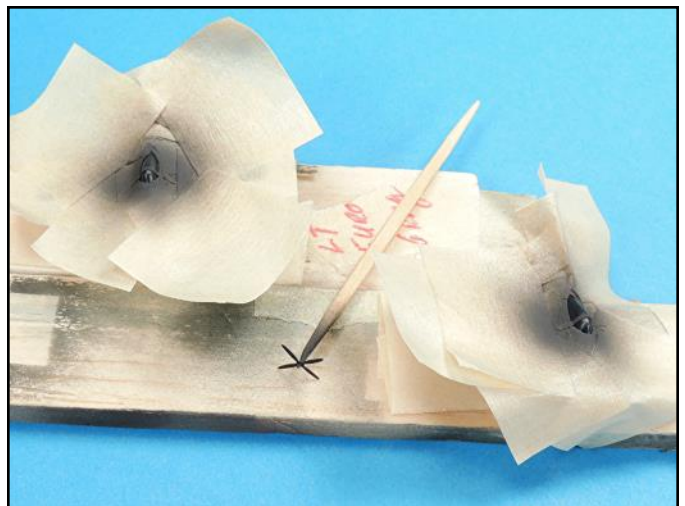
Other small parts were also attached to elevated sections of balsa wood and airbrushed in one session.



The cranes and catapults were primed and then airbrushed flat gull gray. Detail painting was then done to the cranes by painting the pulleys and hooks Testors brass and the cables euro-1 gray.



The Seahawks were airbrushed Testors dark sea blue and then the canopies were carefully masked.



The photoetch propellers and the canopies were airbrushed flat black. I should have used a dark gray for the canopies instead of the flat black.



One final check was accomplished to ensure that all the colors looked good and that the dazzle patterns on the hull and superstructure areas matched.



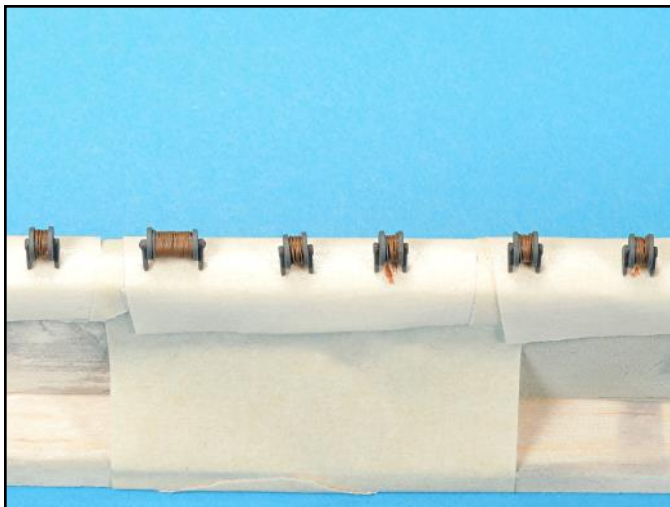
Here is a broad side view and everything looks pretty good. Some of the parts had to have their paint scrapped off as the tolerances between the positioning holes and the pins was tight.



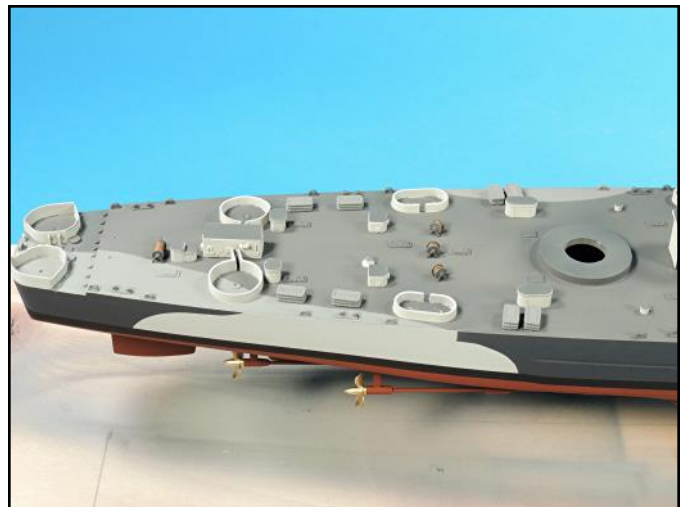
To start the final assembly process I attached the props, which were airbrushed Testors brass, with Testors tube glue.



The aft superstructure was glued down first. The forward superstructure had to have some pressure applied at these points to get it to fit tightly to the deck. Note that the port side 5 inch/38 location also needed pressure applied.



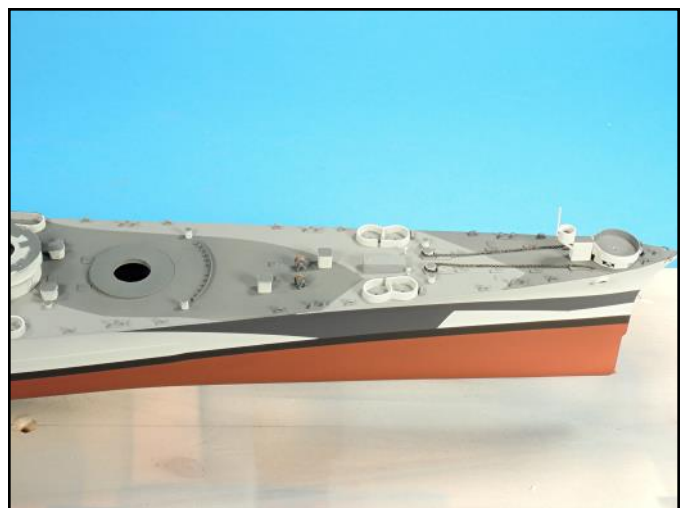
The rope reels were painted with Testors leather color using a detail brush. Two coats were applied.



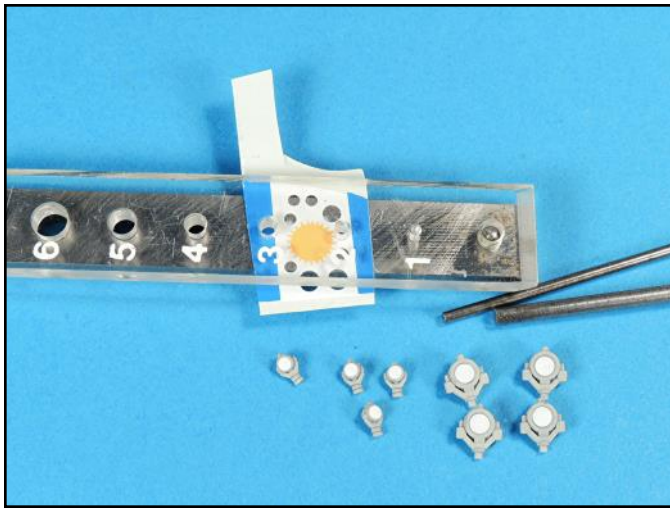
I started adding the small deck parts such as the rope reels, deck vents and the life raft assemblies.



The tiny parts at the stern were attached with white glue so their positioning could be adjusted.



At the bow I added the anchor chain capstans, then the chain and then the remaining detail parts.



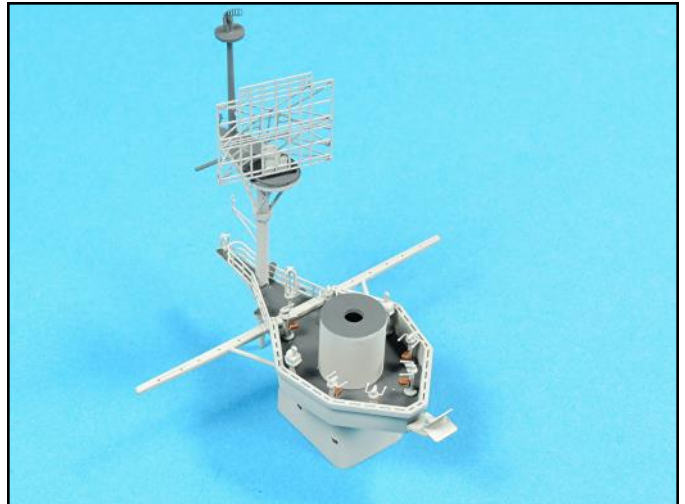
The small searchlights have no rims to contain paint and the larger ones have domes, which are hard to paint. I cut the domes off the larger ones and then used a Waldron Punch to make lenses from white decal paper.



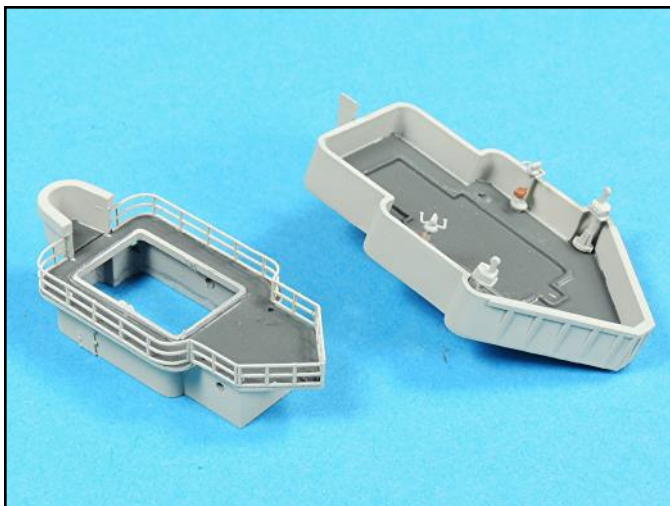
I added the forward superstructure railings first starting at the searchlight platforms and working my way down. I used white glue to set the railings in place and then applied a tiny bead of super glue along the base of each railing.



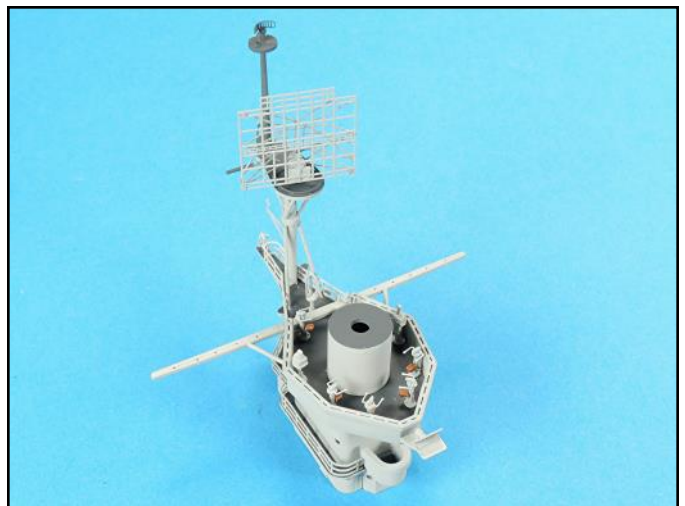
I then turned my attention to the aft superstructure and added the crane cradle and tower supports and then the railings.



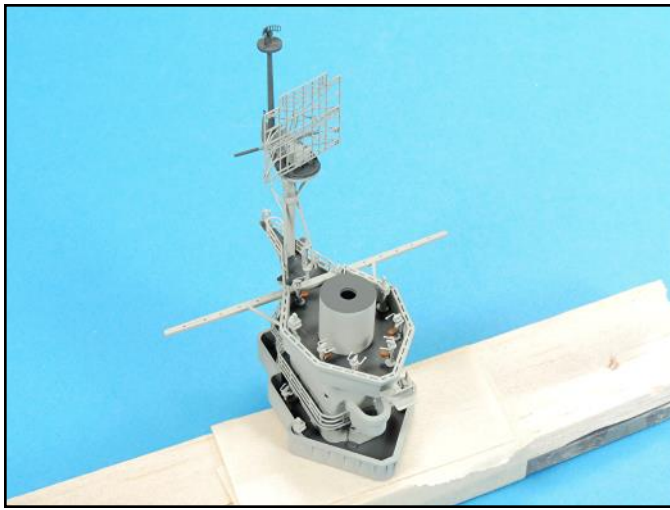
Starting on the forward superstructure, I added the railing, then binocular chairs and other details and then the search radar.



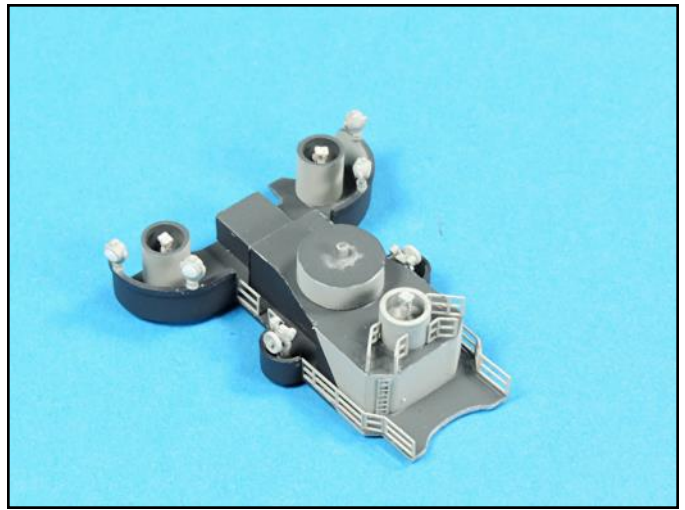
The railings and detail parts were added to these forward superstructure parts. Note that the binocular chairs have been painted with Testors leather color.



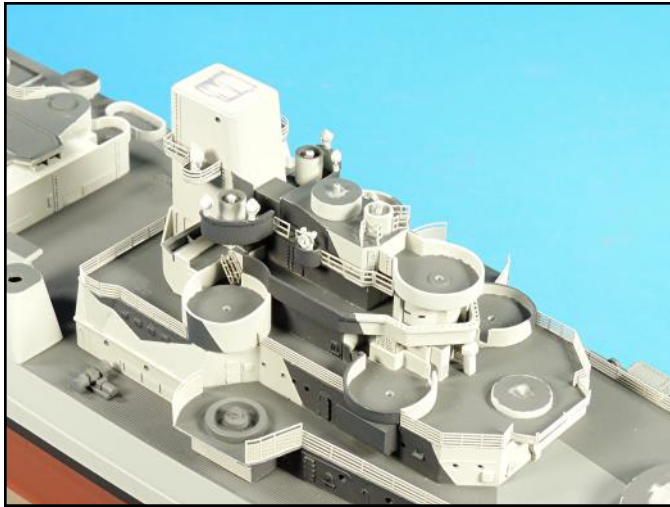
The upper two forward superstructure platforms have been glue together.



The lower forward superstructure platforms were then attached. Now the completed assembly is ready to attach to the superstructure tower.



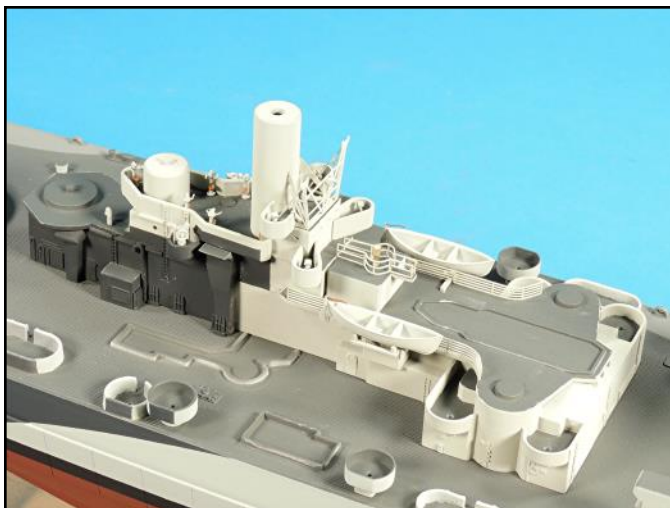
This forward superstructure platform has had all its detail added and it is also ready to be attached.



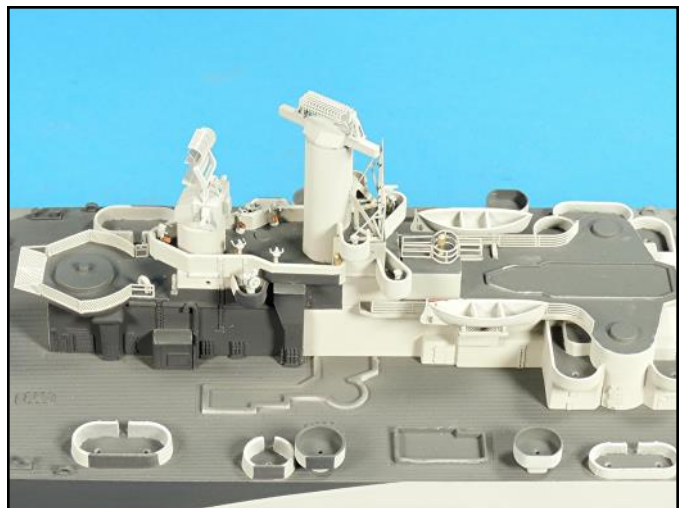
The mid-level platform was attached, then the armored steering cabin, then the upper structure and then the 40mm platform. The inclined ladders were attached with white glue so they could be positioned.



The upper tower assembly was then attached with Testors tube glue. After the glue dried tiny drops of super glue were also applied on the underside of the platform to strengthen the bond.



The aft superstructure detail parts were added next.



The aft 5 inch/38 turret cage was added and then the radars.



The railings, the superstructure parts, radars and the small detail parts are beginning to enhance the ships appearance.



Looking forward from the aft superstructure everything looks ship shape so far.



Lengths of nylon thread was inked with a brown marker. Each length was threaded through a hole in the yardarm, then set into its corresponding hole in the flag box, super glued in place and then the thread was stretched taught.



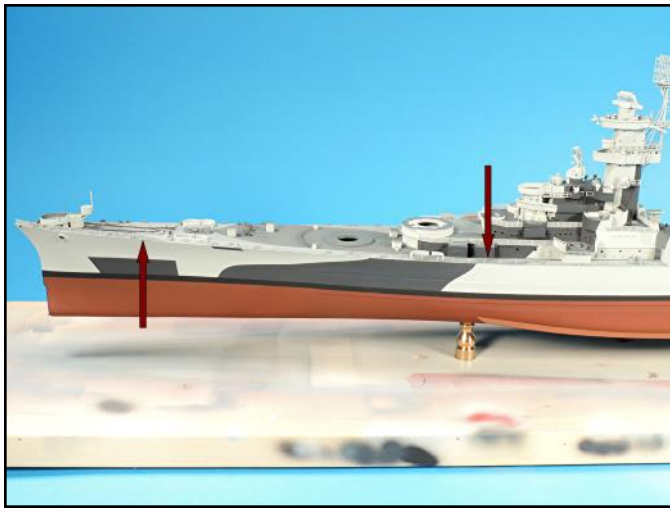
I started on the inside doing port and starboard sets and working my way to the outside. As each thread was positioned in the flag box and then a tiny drop of super glue was applied to its location.



The excess was cut flat using a single edge razor blade and then the top of the yardarm was painted flat gull gray.



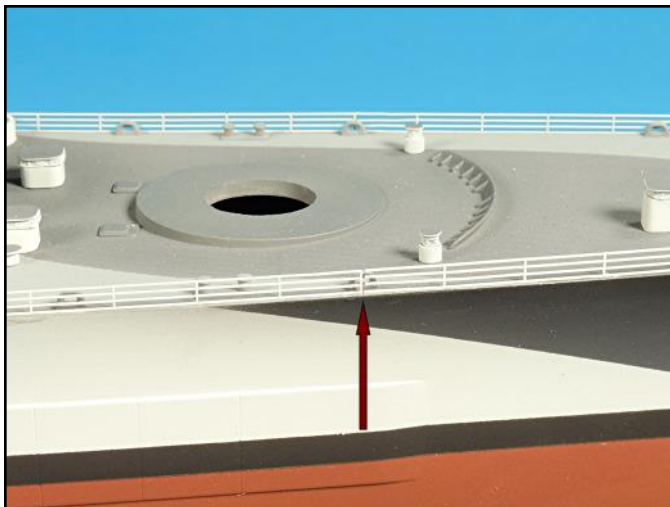
The signal flag lines are all taught and equal in distance to one another.



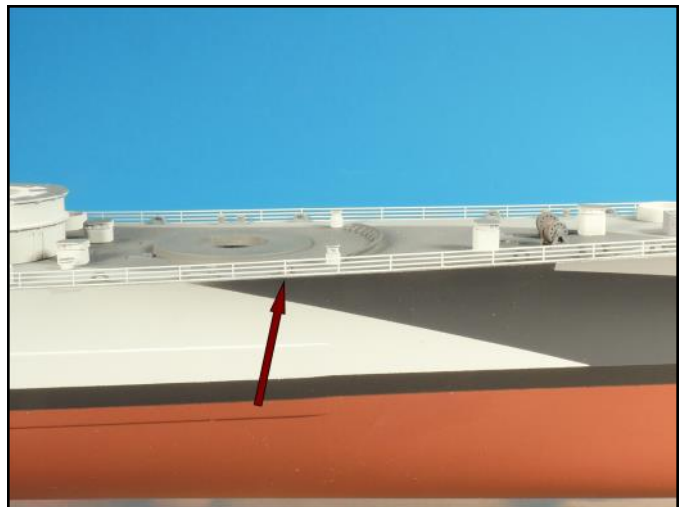
I attached to first forward deck railing (down arrow) which butts up against the catapult tower. I cut the last stanchion off the forward railing section so the horizontal railings could be glued to the stanchion creating a seamless length of railing.



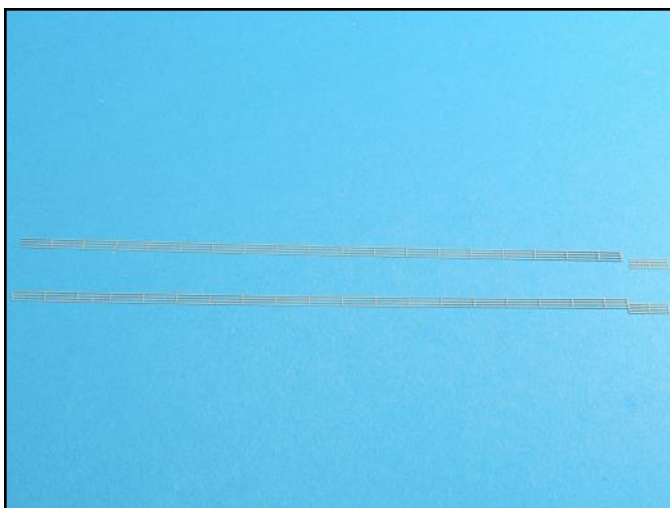
Next I attached the aft railing that butts up against the aft end of the catapult tower.



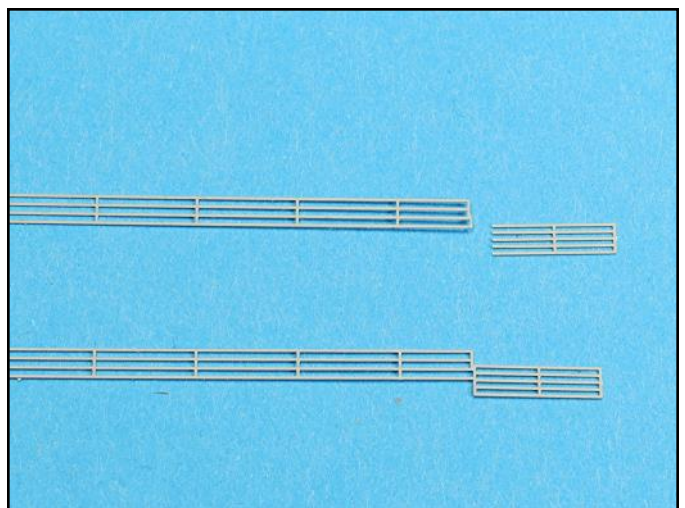
I repeated the railing attachment process on the forward starboard side. Here is a close up of the stanchion and railing joint. I used white glue to fill in the tiny voids so that the railing length will be seamless.



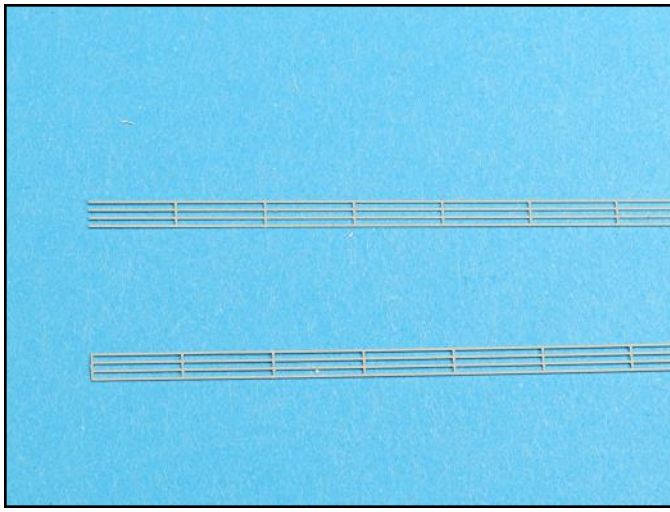
The white glue where the voids where has been painted flat gull gray with a tiny detail brush.



The aft railing lengths are almost a 1/16 inch short so they have to be modified to fit correctly.



The back end of the railing length was cut off so that it would fit into the small section on the fantail.



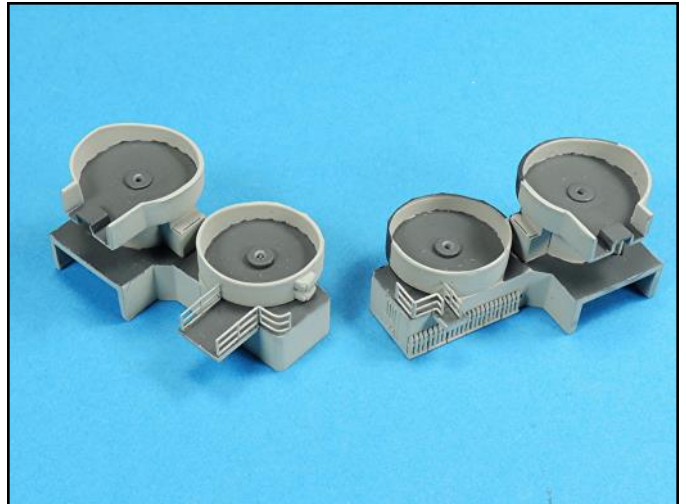
The front end of the railing had its stanchion cut off so it could be set in place and glued to the existing railing. The same technique was used here as the forward railings.



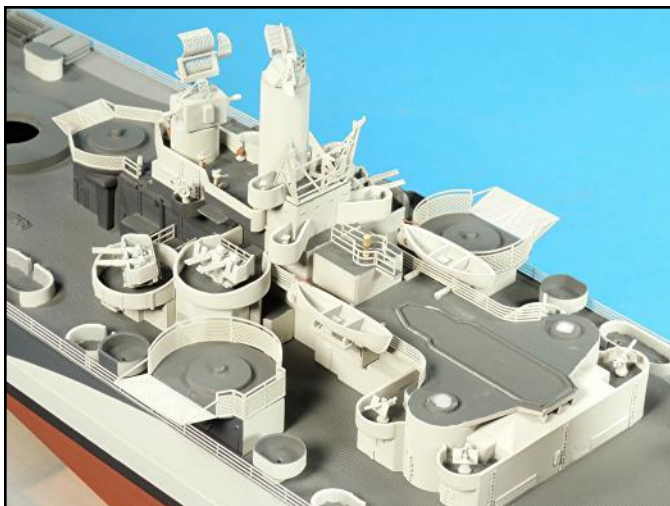
The two aft railings on the starboard and port sides have been installed, white glue used to fix the attachment points between the railing lengths and then the dried white glue was touched up with flat gull gray.



The stern railing length was too long so the end stanchions were cut off on both sides to make it fit. Tiny drops of white glue were applied to the railings levels so they would attach to the stern splinter shields.



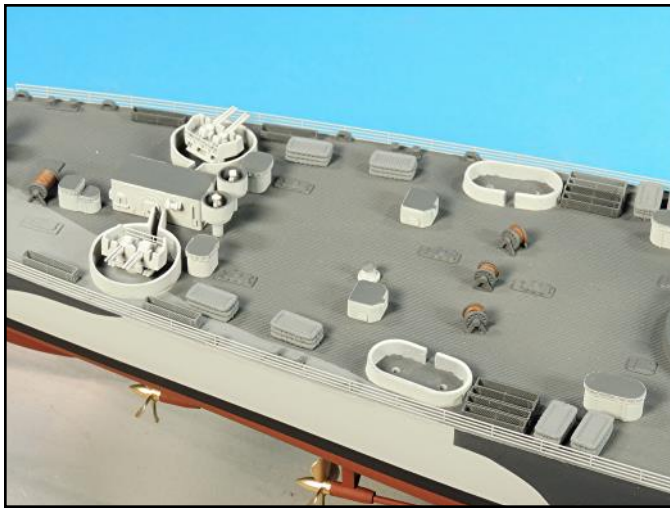
The 40mm platforms had to be tweaked to get them to sit flat on the deck and butt up against the aft superstructure sides. Then the railings were added.



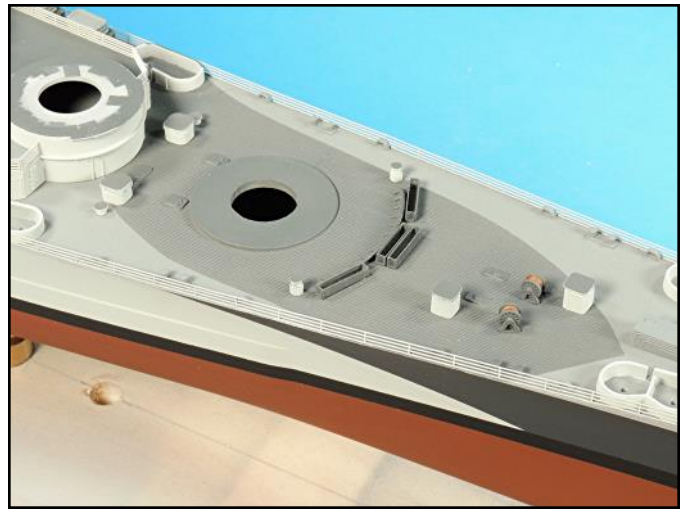
The 40mm platforms were attached first. The railings around the 5 inch/38 platforms were then attached and then the completed platforms were glued to the deck. The 40mm and 20mm guns were then added.



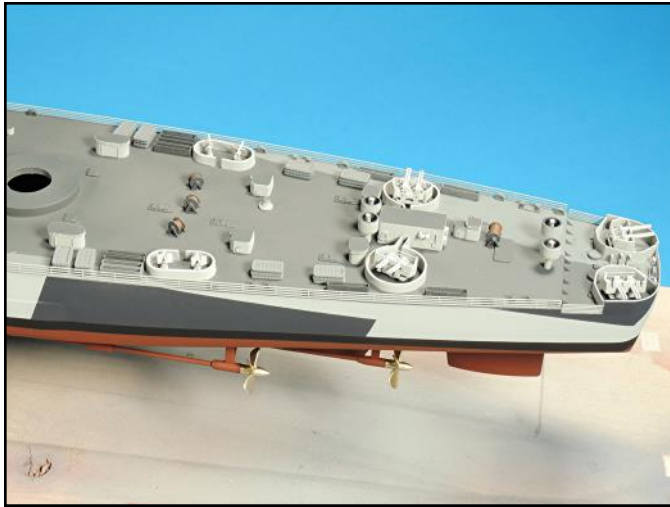
The angled cage railings for the forward 5 inch/38 platforms were attached and then the 40mm guns were added.



The aft floaters net baskets were added and then the aft 40mm guns were attached. Note that the colors of the floaters net baskets match the deck colors.



The bow floaters net baskets were added next.



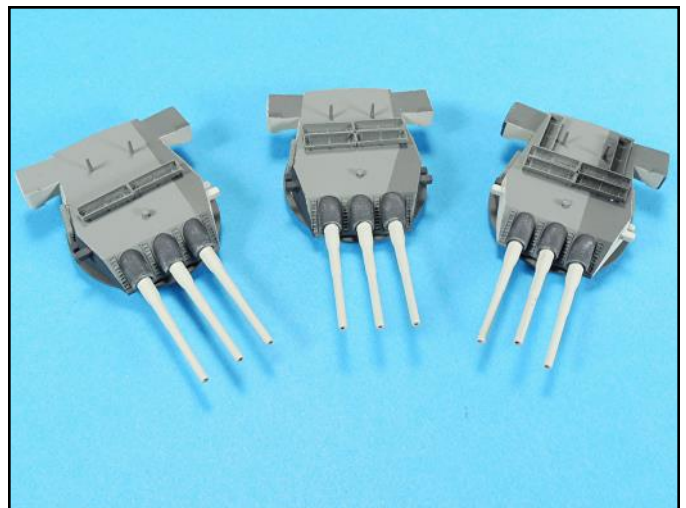
Next I added the deck 20mm guns.



As I worked my way forward adding 20mm guns, I also attached the 5 inch/38 turrets. Note the brass colored shields for the 5 inch barrels.



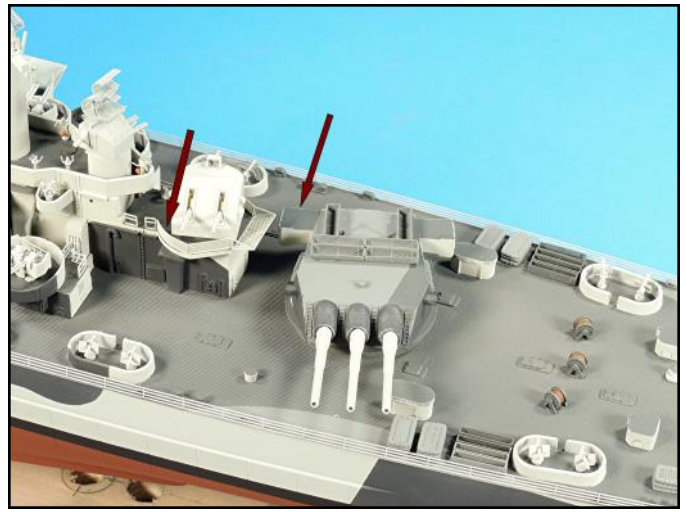
The forward superstructure 5 inch/38 turrets were added along with the remaining 20mm guns.



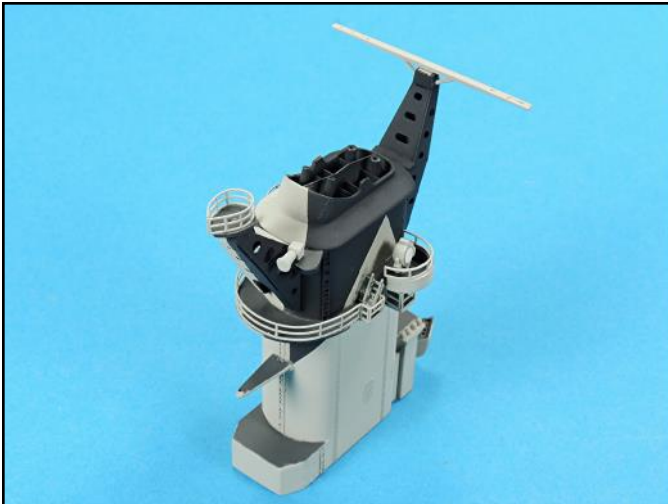
Here is how I added the floaters net baskets to the tops of the turrets. Here again note the colors of the baskets.



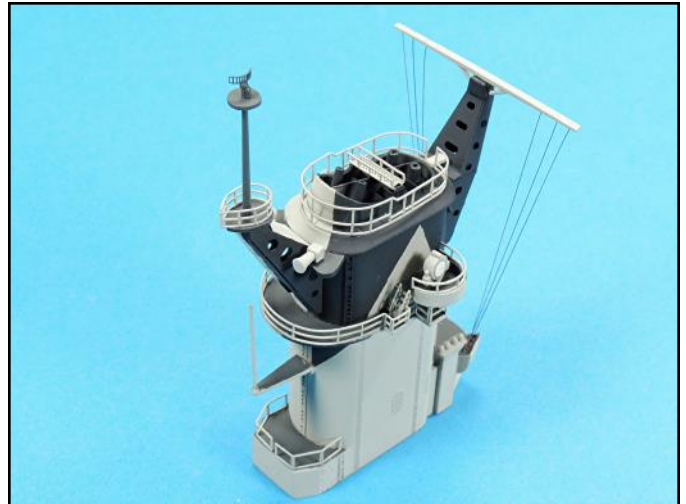
The forward 12 inch turrets were set in place, but not glued so that I could change their positions for photography purposes.



The aft 12 inch turret optical range finder hit the aft end of the superstructure so it can not turn. The 5 inch/38 turret also hits the edges of the railings. Be careful when setting these turrets into place.



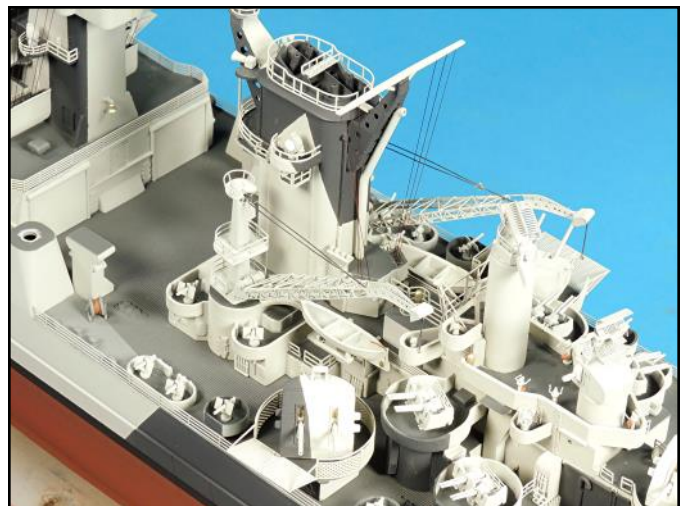
The smoke stack has a lot of parts. I added the railings on the platforms below the search lights. Then the inclined ladders, then the railings and searchlights and then the large railing and finally the tear drop shaped railing.



The signal flag lines were added using the same technique as the forward superstructure. The railings around the smoke stack top and the crosswalk were then attached. Finally the radar tower, the antenna and the lower railings were added.



The completed smoke stack was carefully glued into place.



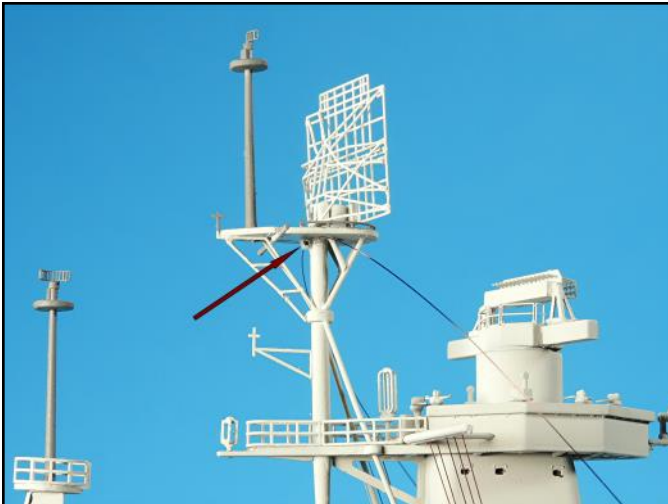
The completed cranes were glued into place. I should have added positioning pins to the crane bases from the underside and holes in their locations on the superstructure so that the cranes would have a stronger bond.



The paint on the top of the catapult platforms were carefully scraped off and the catapults were then attached with Testors tube glue. Testors glue is very sticky and provided a strong bond for the offset balanced catapults.



I used the kits aircraft decals and then attached them to the catapult cradles with white glue.



I did not do a good job planning for mast rigging. I drilled out a tiny length of .035 inch rod with a number 78 bitt and carefully white glued it under the upper mast platform.



The nylon thread was inked with a black indelible marker and carefully threaded through the tiny tube I glued to the underside of the upper mast platform. I taped one side and then positioned the other end against the yardarm tip.



Here is a close up of the positioning of the thread on the tip of the yardarm.



After the glue dried I cut the excess with a single edge razor blade. Additional rigging would have necessitated removing the air search radar, which would have damaged it, so install the rigging first then add the search radar.





There are additional photos of the USS Alaska in the ship gallery section of Mike's website at www.mikeashey.com

PAINTS

(All paints listed are Testors enamels)

Flat red-3 bottles.

Flat white-1 bottle.

Leather-1 bottle.

Flat black (FS-37038)-2 bottles.

Flat gull gray (FS-36440)-3 bottles.

Light sea gray (FS-36307)-3 bottles.

(Alternative color to flat gull gray)

Euro-1 gray (FS- 36081)-2 bottles.

Dark sea blue (FS- 15042)-1 bottles.

Primer-2 bottles.

Dullcoat-1 bottle.

ALTERNATIVE PARTS

Tamiya 1/350 Missouri catapult cradles, 20mm guns.
& Curtiss SC-1 Seahawks.

HO scale model railroad chain.

Gold Medal Models Mk-37 & Mk- 8 radars, hatches
and whale boat rudders from their Arizona set.

Mk-37 radar frames from a Trumpeter Essex Class
Aircraft carrier.

REFERENCE MATERIAL

Classic Warships Pictorial - Alaska Class

TOOLS AND SUPPLIES

X-Acto number 11 blades.

Single edge razor blades.

Waldron punch set or generic punch set.

Snippers, cutters and Flat faced pliers.

Flex -I-File & various sandpaper strip grits.

Tweezers.

Plastic bin organizers -7.

Photoetch cutting base.

Drill bits (#46 - #80).

Twist drill, pin vice and scribing needles.

3M masking tape #2050 (2 inches wide) 2 to 3 rolls.

Red, black and brown indelible markers.

Various sizes of plastic strip &rod.

Half round plastic strip-.030 inch diameter.

“V” groove plastic sheet-.025 inch spacing.

Various diameters of wood dowels (1/16-5/8 inches).

Brass rod -.019, .028 & .095 inch diameters.

Brass beading wire- #37.

Medium set super glue.

Testors red tube plastic glue.

Elmers white glue.

Lamp risers (1.5 inches high).

White decal sheet for searchlight faces.

0000 steel wool pads.

Sandpaper.

Metal sewing ruler -6 inch & 2 inch length of photoetch.

MODELER'S NOTES

The aircraft cranes are very delicate, so be sure to follow the method I used for constructing them as there are no inexpensive aftermarket replacements.

The Mk-37 and Mk-8 radars need to be replaced with aftermarket ones. I used a set of Gold Medal Models radars from their North Carolina detail set.

The catapult railings will need to be cut apart and form fitted into place and there is also no platform surface detail.

The yardarms have no supplemental photoetch for either the signal flags or standing rigging.
The kit's 20mm guns have no surface to mount the photoetch shields to, so I replaced them with 20mm's from a Tamiya Missouri.

The horizontal bars on the railings have the same thickness as the stanchions.